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# Auto EXPRESS

THE CAR NEWS WEEKLY

## VW POLO SUV

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lead new family

EXCLUSIVE  
IMAGE



# FIAT'S MX-5 **DRIVEN**

**EXCLUSIVE** First verdict on  
thrilling new 124 Spider



**PLUS**



## Renault Scenic revealed

SUV-style makeover for classy new MPV



## Kia hybrid driven

Niro beats Prius on looks and price



## New Ford Kuga

More tech and eco engine for SUV



**PLUS** New McLaren 570GT ● Fuel-cell Lexus ● Top £5k city cars





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## NEW PEUGEOT 208

MOTION & EMOTION



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## Unrivalled coverage from Geneva show

THE 2016 Geneva Motor Show promises to be a spectacular festival of new cars, and our team of reporters will be there to bring you comprehensive coverage from the event.

We'll have full details on all the new car reveals, plus behind-the-scenes gossip and plenty of big name interviews, too. The countdown is already underway, and we'll be in Switzerland in force from Monday 29 February as the unveils get underway in earnest.

**For more visit**  
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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars

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# Will the 124 Spider make British buyers love Fiat again?



**AE** THERE are some things in the car business that are hard to explain and Fiat is one of them. It's a company with the sort of heritage some brands would pay handsomely for and, on the face of it, not a bad current line-up.

But something's not adding up with UK buyers. Despite the arrival of the (rather good) 500X into the burgeoning small SUV sector, complete with some hard-working finance offers, Fiat's UK sales were down over four per cent in 2015 with a bigger 15 per cent tumble in the first month of 2016.

Yes, Fiat's range is limited – there's not much of interest that doesn't wear a 500 badge. But small cars are still big news and the 500 range, on the whole, has reasonable appeal. Okay, so the 500L is rarely spotted without a car rental sticker in the back window, but other 500s are still pretty cool.

So is the new 124 Spider the car to put the fizz back into the rest of the Fiat range? As you can see over the page, our road test editor James Disdale came away impressed after our exclusive early drive of a pre-production model.

My own view, having seen plenty of the new roadster in the flesh over the past few months, is that it simply isn't pretty enough for a small Italian open-top car. Others will disagree. But more importantly, will it be enough to make people want to buy a more mainstream Fiat? I don't think so.

The shining star in the FCA group currently is Jeep – who could fail with a range of rugged, bona fide SUVs these days? And maybe that's where Fiat should be looking. Rather than a tepid new Tipo, why not a larger Fiat SUV? The tech is in the group.

Ford has seen that light and is ditching its MPVs

for a whole range of

SUVs, as is the VW family.

Fiat should do the same before UK buyers forget what fun Fiats can be.



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- Fifty years after iconic 124 Spider's birth, we drive new roadster
- Mazda body, suspension, transmission, but own engine and look



James Disdale

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**AE** FIAT is heading back to the future with its latest addition. Exactly half a century after the Italian brand launched its iconic 124 Spider sports car, it has resurrected the name for an all-new two-seat roadster.

The sixties original remained in production for nearly two decades, so the newcomer has a lot to live up to. It certainly has to do better than Fiat's last effort at a sporty drop-top: the Barchetta. Although that 1995 model was very good looking, it was hobbled by its front-wheel-drive chassis and left-hand-drive-only layout. Sales were subsequently low – and the car disappeared from British dealerships a decade later.

The Barchetta also struggled to make an impact because it was up against the brilliant Mazda MX-5 in the sales charts. So for the all-new 124 Spider, bosses at Fiat have decided that if you can't beat 'em, you should join 'em.

As a result, the new Fiat is essentially a reskinned MX-5. Everything from the main body structure through to the suspension, rear-wheel-drive transmission and interior is carried over wholesale from the Mazda. The 124 Spider is also built alongside the MX-5 at Mazda's Hiroshima factory in Japan.

Fiat has certainly attempted to give the 124 Spider an injection of Latin character, because the turbocharged 1.4-litre engine and bodywork are 100 per cent Italian. The brand claims that every panel is unique to the 124 Spider, and overall the newcomer does a pretty good job of hiding its Japanese roots.

It's 139mm longer and 10mm wider than the car it's based on, while the narrow grille and small power bulges in the bonnet are neat nods to the sixties original. You sit low

## Essentials

### Fiat 124 Spider

<b>Price:</b>	£19,500 (est)
<b>Engine:</b>	1.4-litre 4cyl turbo
<b>Power:</b>	138bhp
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-62mph:</b>	7.5 seconds
<b>Top speed:</b>	135mph
<b>Economy:</b>	44.1mpg
<b>CO<sub>2</sub>:</b>	148g/km

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**INTERIOR** Cabin is almost identical to the Mazda MX-5's, with the same rotary wheel on the centre console controlling the infotainment system



**DESIGN** Beneath disguise, Fiat looks quite different to MX-5 it's based on. Unique alloys, a long, swooping bonnet and bespoke bumpers set it apart

### HANDLING

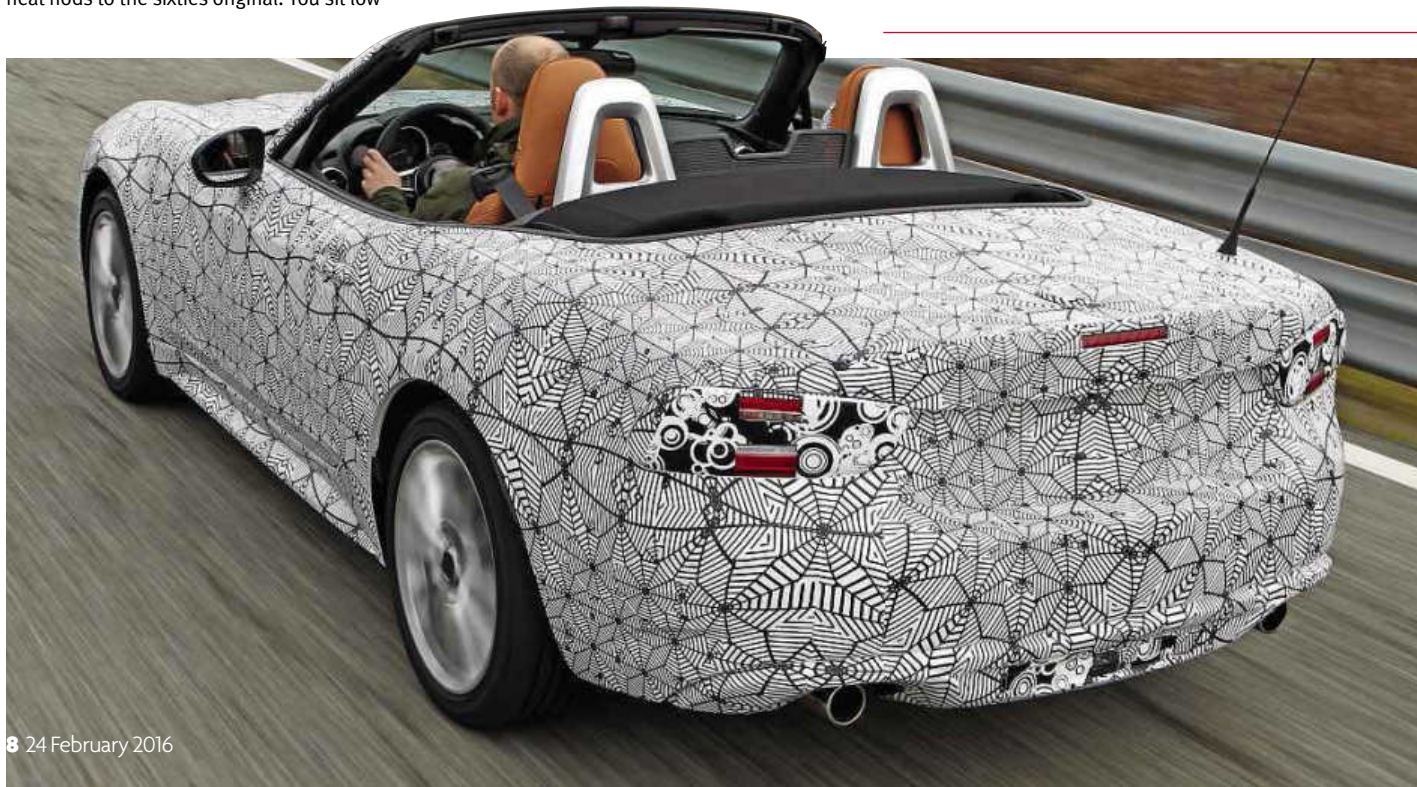
Pre-production version of the 124 Spider we drove was clad in camouflage, but it had a comfortable ride at cruising speeds. Plus, it proved agile in corners



## DRIVEN

# Behind the

■ We put stylish new 124 Spider roadster through



### DIMENSIONS

Spider is 139mm longer and 10mm wider than the MX-5, while Fiat claims every panel is unique to the car



**"124 Spider offers the sort of performance you'd expect from bigger-engined models"**



# e wheel of Fiat's MX-5

its paces to see if it can live up to legendary name

down in the driver's seat, and ahead of you is a heavily detailed instrument binnacle that's dominated by a large, centrally mounted rev counter.

We grabbed the keys to a disguised pre-production car which, like all launch models, was fitted with the turbocharged 138bhp four-cylinder unit from the Alfa Romeo MiTo. It can't match the naturally aspirated 158bhp 2.0-litre MX-5 for outright firepower, but with a healthy 240Nm of torque available at just 2,250rpm, it has far more mid-range muscle.

Combined with an impressively low kerbweight that's a whisker over 1,000kg, this powerplant helps the 124 Spider easily keep up with its more powerful cousin, with

**"It can't match the MX-5 for outright firepower, but it has far more mid-range muscle"**



Narrow grille and bulges in bonnet hark back to original 124 Spider. Low driving position ensures you feel connected with road ➔





**1 DIALS** Huge, centrally mounted rev counter dominates the instrument cluster and adds to the 124 Spider's sporty appeal. Leather wheel feels great

**2 TOUCHSCREEN** Display is lifted from Mazda MX-5. System is packed with features, including sat-nav, Bluetooth connectivity and DAB radio

**3 TRANSMISSION** Six-speed manual gearbox shifts smoothly, but you don't have to shift down too much due to the muscular torque output

a claimed 0-62mph time of 7.5 seconds. In fact, the car feels much faster in the real world; while the 1.4-litre unit doesn't have the same appetite for revs as the Mazda, you don't have to work the engine as hard or change down gears as often.

The 124 Spider responds eagerly to the throttle from low revs, offering the sort of broad-chested performance you'd expect from bigger-engined models.

More importantly, this extra torque adds another dimension to the car's handling. Like the MX-5, the 124 Spider benefits from double-wishbone front suspension and a sophisticated multi-link rear axle, but Fiat's engineers have added stiffer springs and dampers, plus different anti-roll bars and tweaked electrically assisted steering.

Turn into a corner, and there's a weightier feel than in the MX-5, yet the rack is still quick and accurate. Body control is good, too, as the Spider resists roll admirably.

However, the roadster's greater mid-range punch means you can alter its line through a bend using the throttle. Switch off the stability control, and the rear tyres break traction more easily – allowing for some entertaining stabs

of oversteer out of tighter turns. But the Fiat also settles down well and will cruise quietly and comfortably. Once again, it's the engine that dictates the 124's character, giving it a more relaxed, long-legged feel than the MX-5.

There's a firm edge to the ride at low speeds, but the roadster feels composed and comfortable the rest of the time.

**PAGE 38: MX-5 Recaro Sport driven**

**AUTO EXPRESS**

## Verdict

THE new looks will help the Fiat 124 Spider stand out from the crowd, while the turbocharged engine gives it a more grown-up character. More importantly, fans of thrilling and affordable roadsters should rejoice that there's now some competition for the Mazda MX-5.



### INTERIOR

Fiat has near-identical cabin to the Mazda, so upmarket, driver-focused feel is carried over, which is welcome

## 170BHP FOR ABARTH



MORE details have emerged about the forthcoming high-performance Abarth version of the 124 Spider.

It's expected to arrive late next year, and sources at Fiat have suggested that the racy roadster will feature a 170bhp version of the familiar turbocharged 1.4-litre engine, driven through a six-speed manual gearbox and a limited-slip differential.

Insiders also revealed that the Abarth will get lower and stiffer suspension for even sharper handling. Beefier brakes and a sports exhaust that'll deliver a louder and more characterful soundtrack to match the car's pumped-up looks are set to feature, too.

Buyers can expect a number of personalisation options as well, including the possibility of a matt-black finish for the bonnet – just like the legendary seventies rally version of the 124 Spider.



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**AE** VOLKSWAGEN is planning a larger, more practical version of its Polo hatchback for 2018, and the range will be augmented by the introduction of a proper baby SUV version – revealed in our exclusive main image – that’s likely to arrive soon after the regular car’s launch.

VW insiders told us that the next-generation Polo will be stretched, as the brand makes its own small car the first supermini in the VW Group to switch to the MQB platform. Unlike the current model and Skoda Fabia, which sit on older architecture, the next Polo will introduce the smallest version yet of the MQB platform, called A0.

Engineers have been fighting internally over the numerous wheelbases on offer throughout the MQB platform line-up. The A1 incarnation – which underpins everything from the Audi TT to the Golf SV – has a total of five different sizes; but in the interests of saving money, the A0 architecture will be fixed at just one wheelbase, used by the Polo and then followed by the next versions of the Audi A1, Fabia and SEAT Ibiza.

Auto Express understands the wheelbase is likely to measure 2,560mm – that’s a hefty 90mm increase over the existing Polo’s and less than two centimetres shorter than the Mk6 Golf’s. Expect VW engineers to use this gain to improve rear passenger space and boot capacity, although short overhangs front and rear should ensure that the hike in overall length is much more modest.

## Styling

The styling will remain conservative, with cues from the facelifted version of the Golf, which is due before the end of this year. Interior quality will be improved slightly, but the biggest tweaks in the cabin are likely to be in connectivity. VW boss Herbert Diess is said to have targeted enhancements in this area for all the brand’s vehicles.

At the heart of the new Polo range will be revised versions of VW’s 1.0-litre three-cylinder engine, and a switch from 1.4 petrol and 1.6 diesel units to fresh 1.5-litre units of both fuel types. The move to the MQB architecture also opens the possibility for the Polo to be offered as a plug-in hybrid, with either a petrol or diesel engine accompanying the electric motor. However, the cost of this technology could prove an obstacle for such a small car.

That shouldn’t be such an issue for the more expensive SUV version, which is likely to be previewed by a concept called the T-Cross. It could also carry that name through to production, although VW has a number of other badges registered that would fit with its convention of naming its SUVs with ‘T’ names, including Teracor,

**“SUV will share a platform and wheelbase with the next Polo, yet its design will be much more daring than the hatchback’s”**

**DESIGN**  
Our exclusive image shows dramatic look of new Polo SUV, and MQB platform will allow VW to offer four-wheel drive

**“SUV is set to feature a longer rear overhang that will help to make it a larger car altogether”**



**EXCLUSIVE IMAGE**

# SUV to head VW’s

- Bold crossover to join next-generation Polo range in 2018**
- More practical supermini will be based on MQB platform**

Tribue and Terasun. A clear rival for the Nissan Juke, Renault Captur and Mazda CX-3, the new model will share a platform and therefore a wheelbase with the next Polo, yet its design is said to be much more daring than the small hatchback’s.

“The baby SUV looks very sporty,” said one company insider. “You will wonder whether it’s a VW at all; you may recognise the grille, but it’s a very exciting design elsewhere.” As our exclusive image shows,

the SUV is set to feature a longer rear overhang that will help to make it a larger car altogether – going some way to justifying pricing that’s likely to start at the middle of the Polo line-up.

The newcomer will be offered with four-wheel drive – again, a feature made possible by the MQB architecture – and a choice of manual or dual-clutch auto transmissions. Its engine line-up will skip the Polo’s naturally aspirated 1.0-litre

**GROWTH**  
Current Polo set to be replaced by model with 90mm longer wheelbase, giving brand scope to offer chunky new SUV version







Larson/Auto Bild

**BABY FRESHENS UP!****OFFICIAL**

**STYLING** New up! has updated bumpers, mirrors and tail-lights, plus it will feature LED daytime running lights. There's a new steering wheel inside, and a revised air-con system

VW has also revealed a revamped up! city car, with the new model set to make its debut at next week's Geneva Motor Show. As well as a refreshed look, the facelifted city car features a new turbo petrol engine.

The 1.0-litre TSI engine delivers 89bhp and 160Nm of torque, enabling the up! to cover 0-62mph in 10 seconds and on to a top speed of 115mph, according to VW. It still claims 64.2mpg economy, however, which should make for CO<sub>2</sub> emissions of around 102g/km. The new engine joins the existing 59bhp and 74bhp 1.0 units in the range, as well as the electric drivetrain in thee-up!.

New LED daytime running lights kick off the exterior changes, while revised rear lights, door mirrors, a rear diffuser and redesigned bumpers contribute to the fresh look. The foglamps get a cornering function, too, and indicator repeaters are now built into the door mirrors.

Inside, there are new seats, extra colours for the dash, a multifunction steering wheel and a new air-con system with an integrated air filter. The facelifted car also gets some new functions for the infotainment system.

The up! will arrive in showrooms in the summer, and we can expect it to start at the same £8,945 entry-level price as the current model, despite its extra kit.

# new Polo family



three-cylinder petrols and start with a turbocharged version of the same engine, which is set to deliver around 109bhp.

VW continues to experiment with the idea of a smaller SUV, based on the up! city car and previewed by the Taigun concept. While that particular project is said to have been frozen on the grounds of cost and potential profitability, the brand is reportedly exploring how it could develop it into a vehicle that could be sold as a cost-effective, 'rugged' vehicle in markets like Brazil – where the likes of the Dacia Duster and Ford EcoSport perform well.



# Chunky SUV look for new Scenic

**OFFICIAL**

■ Renault reveals MPV ahead of Geneva; Kadjar influence is clear



**“There’s a lower roofline, longer wheelbase and shorter rear overhang than on previous model”**



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**AE** RENAULT is continuing the family car revolution it started with the Kadjar SUV and new Mégane hatch on its new Scenic. The brand has clearly taken inspiration from its Kadjar crossover, as the MPV – set to debut at next week’s Geneva Motor Show – gets an SUV-like makeover, with a pumped-up look.

The now-familiar oversized badge gives the car the latest Renault family face, while

every model comes equipped with 20-inch wheels as standard to provide an elevated stance. There’s also a lower roofline, longer wheelbase and shorter rear overhang than on the previous model.

This all adds up to a car that’s less MPV and more family-focused SUV, although the curved windscreen and quarterlight windows at the front certainly set the Scenic

apart from the Kadjar. Renault design boss Laurens van den Acker said: “It is a sexier and more modern take on the MPV which carries over the outstanding modularity that has been paramount to the success of the model’s three previous generations.”

There are no details on the interior yet, but we can expect it to be very similar to the new Mégane (below) on which it’s

based. There should be a large tablet-style touchscreen on the dashboard, as well as plenty of improved materials to help it compete with the Volkswagen Touran.

Engines are also likely to be taken from the Mégane, which means a range of four-cylinder petrol and diesel turbos. The entry-level diesel version could even emit less than 100g/km of CO<sub>2</sub>.

## And Mégane’s a space star

JOINING the all-new Scenic on Renault’s stand at Geneva will be the more practical version of the Mégane, the Sport Tourer.

It shares the same bold front end, oversized diamond badge and distinctive LED light signature as the hatchback. It’s only from the C-pillar back that changes are evident, with the extended rear overhang.

The Sport Tourer will be shown first in this range-topping GT spec, complete with 18-inch alloys, a diffuser-style rear bumper and a chrome exhaust tailpipe. Rounding off the additions are a chunkier radiator grille and honeycomb mesh inserts.

Unlike some rivals, the Mégane Sport Tourer’s wheelbase is unchanged from the hatch’s. Renault promises the “segment’s longest maximum load length, and a versatile interior with a choice of boot arrangements”. No official details have yet been confirmed,

**SPACIOUS**  
Sport Tourer estate gets same stylish look as latest hatch, plus a longer rear overhang for roomy boot

but we understand total capacity to be around 1,600 litres. Engines will be carried over from the hatch, meaning a choice of 1.2 and 1.6-litre turbo petrols, plus 1.5 and 1.6-litre diesels. Launch-spec GT will offer a 202bhp 1.6-litre petrol or a 163bhp diesel.







## Hyundai i20 with outstanding boot (and shoe) space.

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Clever use of internal space and a larger than average boot, ensures that no matter how carried away you get, the i20 will be able to carry it away. [hyundai.co.uk](http://hyundai.co.uk)



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Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 (5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO<sub>2</sub> Emissions 155–84g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. Model shown: Hyundai i20 Premium SE 1.2 at £15,575 including Mandarin Orange pearl paint at £550. Hyundai i20 S 1.2 available from £9,995 including £1,000 customer saving. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.



# Ford battles X3 with class

**New SUV's specs and images revealed ahead of Geneva show debut**



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**AE** FORD revealed its US-spec Escape SUV at the LA Motor Show in November, and three months later the car has appeared in Europe with Kuga badges on the back. The car was expected to debut at the Geneva Motor Show, but Ford has released a suite of pictures – along with official engine and spec details – a week early.

Headline news is that there's a new SYNC 3 infotainment system (see panel, opposite), as well as updated styling and a new 1.5-litre diesel designed for improved efficiency. The interior has had a nip and tuck, too, to help the Kuga rival premium SUVs such as the BMW X3 and Audi Q5.

The newcomer gets a bold two-bar grille, tweaked LED daytime running lights and all-new front bumpers, complete with repositioned foglamps. At the rear it benefits from new tail-lights and a revised bootlid. The top-spec model's twin exhausts and fake diffuser remain, as do the bumper-mounted rear lamps.

Buyers get a choice of 17, 18 or 19-inch wheels, plus a new Copper Pulse colour option. Overall, it's a better resolved design, reminiscent of 2008's original.

Inside, Ford says the dashboard has been crafted to offer a more ergonomic design, although it doesn't look that different from what has gone before. The screen is bigger and there are fewer buttons for the air-con and audio system, while the centre console has been cleared up with an electronic parking brake.

All auto models now also feature steering wheel-mounted paddles for improved driver

involvement. Ford's Adaptive Front Lighting system will be available on the Kuga, too. This reads the road ahead and can adapt the lighting style to match speed, steering angle and distance from the car in front.

Boosting the SUV's safety credentials are Intelligent four-wheel drive, torque vectoring and 'Curve Control', as well as Cross Traffic Alert and Active City Stop auto braking.

Under the bonnet, the big news is the introduction of a more efficient 118bhp 1.5-litre diesel, which Ford says delivers 64.2mpg and 115g/km CO<sub>2</sub> emissions. While it doesn't replace any other engine, it should prove a fleet favourite, sitting under the 148bhp and 178bhp 2.0 TDCi units. Two 1.5-litre turbo petrols will also be offered.

The new Kuga will sit among five new or redesigned Ford SUVs due in the next three years. It joins the updated EcoSport and all-new Edge, and will go on sale by the end of 2016, priced from around £20,000.

**DESIGN**  
New Kuga's revised front end features a new grille and a revised bumper

**OFFICIAL**



## Skoda finally shows its Vision of an SUV future

THIS is our first proper look at Skoda's long-awaited seven-seat SUV. The official pictures preview the near-production-ready concept car that will hit Geneva, and follow on from a series of design sketches and teasers released earlier this month.

Known as the Skoda Vision S, the car is expected to be called the Kodiaq when it arrives in showrooms in the UK later this year. The name was unearthed last week after it transpired that the company had registered it in a recent trademark.

Skoda also confirmed its Geneva concept will debut a four-wheel-drive, petrol-electric hybrid powertrain, developing 222bhp. It'll use a six-speed

DSG auto box to help it cover 0-62mph in a claimed 7.4 seconds, while emitting 45g/km of CO<sub>2</sub>. The hybrid set-up also promises an electric range of 31 miles.

The official images stay true to the recent sketches, as they reveal a prominent front grille and slim headlamps like those seen on the new Superb saloon.

Also familiar are the rear light clusters and the break in the metal just above the number plate. There's an interesting light bar running along the length of the rear bumper, yet there's no word on whether this feature would make production. The finished article is expected to debut at the Paris Motor Show in September.



**OFFICIAL**

**DESIGN**  
Large grille, slim headlamps and sleek rear light bar mark out Vision S, which previews new Skoda SUV





# sier, greener Kuga



...And talks up the tech in new SYNC 3 system



ALONG with the new Kuga, Ford has announced the European arrival of its SYNC 3 infotainment system. It'll debut on the Mondeo, S-MAX and Galaxy, then appear in the SUV later this year.

Ford says the set-up lets drivers control their connected devices "with more conversational voice commands". Owners can simply tell their car "I need a coffee" or "I need petrol", and the navigation system will direct them to the nearest and most appropriate facilities.

SYNC 3 is compatible with apps including Spotify and AccuWeather for local forecasts, and it can even install updates via your home WiFi.

The user experience is simplified, with fewer steps required for the system to function, plus processing power is increased. Ford has also added Apple CarPlay and Android Auto.

All SYNC 3 systems get an eight-inch touchscreen, with familiar pinch-to-zoom functionality. It launches here in the summer.

## CHAT SHOW

SYNC 3 allows you to talk to your car in a more natural way, and lets owners use apps like Spotify for music streaming



## INTERIOR

Ford has made the Kuga cabin more upmarket to put it in line with the BMW X3 and Audi Q5



**OFFICIAL**



Kia has sloping roof and stylish tail-lights, plus a huge 553-litre boot

# Kia Optima estate joins space race

KIA has announced the arrival of an estate version of its four-door Optima saloon – wearing the SW or 'Sportswagon' badge.

It's based on the Sportspace concept seen at last year's Geneva Motor Show and goes on sale in September almost unchanged. There's a sloping roof, a

narrow window line and sleek rear lights. Kia expects the Optima SW to outsell the four-door saloon six to one, thanks to its cavernous 553-litre boot.

A seven or eight-inch touchscreen dominates the dash, with Apple CarPlay and Android Auto both available. The big

news under the bonnet is the confirmation of the GT version, powered by a new 242bhp 2.0-litre turbo petrol and six-speed auto box. A 139bhp 1.7 CRDi diesel also features.

Official performance and economy figures have yet to be announced, but expect prices to start at around £22,200.

## news in brief



## Maserati SUV takes shape in teaser shot

WHAT is reported to be a teaser image of the upcoming Maserati Levante has been leaked online ahead of the car's official unveiling at the Geneva show.

The brand's first SUV can only just be made out with a darkened outline in the teaser (above), but the hexagonal grille shape with prominent badge seen in previous design sketches are visible.

The Jaguar F-Pace rival will get a line-up of three diesel engines, a twin-turbo V6 petrol and a range-topping V8. It'll hit showrooms at the end of the year.

## Ex-Ferrari chief new boss of Lamborghini

FERRARI'S former F1 team principal, 50-year-old Stefano Domenicali, will take over as the new boss at Lamborghini, when current CEO Stephan Winkelmann moves on to head up the fast-expanding Audi Sport division.

Domenicali will take over at Lamborghini just as the supercar company is poised to launch its first SUV, the Urus. Engineers say it will be the world's sportiest 4x4 when it arrives late next year.

## Wraps come off Volvo's V90 estate

AFTER pictures were leaked online, the new Volvo V90 has been officially revealed. The new estate (below) will be powered by 187bhp D4 and 232bhp D5 diesels at launch in the summer, with a 404bhp T8 plug-in hybrid coming later.

It promises 1,526 litres of load space and a generous standard spec, and we expect prices to be about £1,000 higher than for an equivalent S90 saloon.





# Lexus gives its hydrogen

**Fuel-cell luxury car in dealers by 2020 ■ Previews next LS**



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**TE** FOLLOWING the debut of the LF-FC fuel-cell concept at November's Tokyo Motor Show, Lexus has confirmed that a production hydrogen car will be on the road by 2020.

We already knew the LF-FC hinted at a replacement for the LS luxury saloon, but this is the first time the Japanese luxury brand has committed to a fuel-cell production model, following in the footsteps of parent company Toyota with the Mirai.

"Lexus wants to surprise and evoke emotion with its distinctive design and forward-thinking technology," said Lexus president Tokuo Fukuichi. "For us, it is more than just a car; we want to exceed conventional imagination. The LF-FC expresses our progressive luxury and hi-tech vision of a not-so-distant future."

Lexus believes a hydrogen powertrain is the "ideal choice for the luxury automotive segment", due to its smooth running, long range and "outstanding energy efficiency".

The hydrogen system in the LF-FC is totally unique to Lexus. It drives the rear wheels through an electric motor which is powered by the hydrogen fuel-cell, while also being able to send power to the two in-wheel motors at the front. This effectively makes it an all-wheel-drive car.

The fuel-cell stack sits at the rear, with the power control unit and hydrogen fuel tank forming a T-shape in the middle of the chassis. Lexus claims this provides perfect weight distribution and "precise control of torque distribution".

The brand has also released further details on the LF-FC's autonomous driving

tech. It debuts a system called the Mobility Teammate Concept, which uses a variety of cameras, radar units and sensors to allow fully automated motorway driving.

Also featuring in the cabin is gesture control technology – like that found in the new BMW 7 Series. It allows the main multimedia and feature controls to be operated by hand movements in the air.

Investing in hydrogen power is part of a two-pronged development plan for Lexus' future. European chief Alain Uyttenhoven told Auto Express that petrol-electric powertrains – like the system in the LC 500h (opposite) – offer a "short-term solution". He added: "In the long term, the future is probably hydrogen. That is where we are heading."

Uyttenhoven also hinted that the all-new LS will continue to be offered with conventional powertrains, and there are no plans for a standalone hydrogen car just yet. "There is no point in defining a separate car to be built in only a few hundred units initially," he told us.

**OFFICIAL**



**HI-TECH**  
Lexus design chief Tadao Mori talks our man Allan through the LF-FC (above). Futuristic interior will feature gesture control tech



## BMW electric cars edge closer

BMW is preparing for a fresh assault on the electric vehicle market, and has re-registered trademarks to cover proposed expansion of its range of 'i' cars, Auto Express can reveal.

The brand has suffered highs and lows with its electric vehicle project, with the i8 sports car selling strongly but demand relatively low for the i3 city car. BMW already holds trademarks for all possible 'i' cars between i1 and i9, but in recent months it's applied for wider protection of the badges – a sign that it is moving towards using them.

The most likely third 'i' car is still said to be an i5 SUV, as previewed in our exclusive image (right). Another option is for a larger i7, as a rival for Tesla's Model S or Model X, and ensuring BMW has an i model in place to combat Audi's upcoming Q6 e-tron and Jaguar's all-electric SUV – both due by 2018.

Late last year, BMW board member for sales and marketing Ian Robertson



Exclusive image shows look of all-electric i5 SUV

acknowledged that more i vehicles were likely to appear soon. "You will see more i products," he said, "and we are in the final stages of deciding what the next car will be and when you'll see it." BMW

celebrates its centenary in the spring, and this is believed to be a likely point for the debut of new i cars. "We will look back 100 years at that point," Robertson stated, "but mainly into the future."



### ■ SPECIAL i3 GETS SUITED UP

BMW has also teamed up with fashion retailer Mr Porter to create a limited-edition version of the electric i3 (above).

It features handcrafted add-ons such as a white accent running the length of the car's exterior, while dark oak wood has been used in the cabin.

Inside, you'll also find a Mr Porter Essentials Travel Kit that comprises a BMW i leather holdall, a black and white London undercover umbrella, a pair of Cutler & Gross sunglasses and a Lock & Co bowler hat.

The special i3 will be sold only in the UK, priced from £43,500 – over £13,000 more than the standard car.



# LS the green light



**"Investing in hydrogen power is part of a two-pronged development plan for Lexus' future"**



## ...And clever new hybrid coupé shares limelight

ALONGSIDE the LF-FC, Lexus will showcase the new LC 500h at Geneva ahead of a spring 2017 launch. It's the hybrid version of the V8 coupé seen at January's Detroit show, fitted with a new Multi-Stage Hybrid System – and it's the first time we've seen the tech on a production model. Power comes from a 354bhp 3.5-litre V6 petrol engine paired with two electric motors, a CVT transmission and a lithium-ion battery.

However, it also incorporates a second gearbox – a four-speed automatic, which allows a mixture of 10 physical and artificial gearchanges. Head of Lexus Europe Alain Uyttenhoven said: "This is the first hybrid system that can light up its rear tyres from a standstill."



Hybrid system features two auto boxes

## news in brief



### 521bhp for Bentley's uprated Flying Spur

BENTLEY has revealed a more powerful V8 S Flying Spur saloon (above), which slots in between the V8 and flagship W12 in the range. It'll debut at Geneva next week and hit dealers in the summer.

The 4.0-litre twin-turbo engine gets an extra 21bhp, bringing the total to 521bhp. A torque figure of 680Nm ensures it races from 0-62mph in 4.6 seconds, which is three-tenths quicker than the V8. The top speed is 190mph.

**PAGE 22: New Bentley Mulsanne**

### Audi cleans up act with hi-tech quattro

AUDI has unveiled a new 4x4 set-up that promises to boost economy and cut CO<sub>2</sub> emissions on various quattro models. The 'quattro with ultra technology' will be offered on a range of cars from this summer, starting with the A4 Allroad.

The new system runs in front-wheel drive by default, reducing fuel required to power all four wheels. It detects the need for four-wheel drive with sensors. Engineers claim an improvement of about 7g/km during testing.

### Blast-off for Lotus' fastest-ever Elise

LOTUS has announced the limited-run Elise Cup 250, which is 21kg lighter than the regular Elise Cup 220, at 931kg. Its 1.8-litre supercharged four-cylinder engine has 246bhp – a 26bhp increase.

That means 0-62mph in 3.9 seconds and a 154mph top speed. It's the fastest Elise ever built for road use, lapping the Hethel track in Norfolk in one minute, 34 seconds. The Cup 250 (below) starts at £45,600 – £2,100 more than the 220.



As well as fresh look, 2008 gets new trim level, plus CarPlay across range

## Fresh look, more tech for 2008

PEUGEOT will display an updated 2008 crossover – revealed here for the first time – at the Geneva Motor Show next week.

A new grille and more rugged wheelarch extensions are visible as part of the fairly minor visual makeover, while Peugeot is also set to introduce a new GT Line trim. This will join the existing Access, Active

and Allure, with the new spec adding 17-inch alloys, special badging and a unique red and black interior. Apple CarPlay and MirrorLink tech have been made available across the range, too.

In addition, Peugeot has boosted practicality by increasing boot space from 350 litres to 410 litres. Fold the rear seats,

and the volume is up from 1,194 to 1,400 litres – trouncing the 1,189 litres on offer in the 2008's key rival, the Nissan Juke.

Prices have yet to be announced, but the GT Line is expected to command a premium of £1,000 over the top-of-the-range 2008 Allure – which currently starts from around £16,000.



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[fiat.co.uk](http://fiat.co.uk)

Fuel consumption figures for new Fiat Range in mpg (l/100km): Urban 29.7 (9.5) – 68.9 (4.1); Extra Urban 46.3 (6.1) – 97.4 (2.9); Combined 38.2 (7.4) – 83.1 (3.4). CO<sub>2</sub> emissions 171 – 88 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results. Promotion available on new Fiat models registered from 15th February to 31st March 2016. \*£500 deposit contribution on New Fiat 500 Series 4 models, £1,000 deposit contribution on Fiat 500L models and up to £2000 deposit contribution on Fiat 500X models. This promotion cannot be used in conjunction with any other promotion. Retail customers only. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage and being in good condition. Deposit Contribution is only available in conjunction with 'Fiat i-Deal No Pay Drive Away'. Finance subject to status. Guarantees may be required. Terms and Conditions apply. At participating Dealers only. Fiat Financial Services, PO BOX 4465, Slough, SL1 0RW. All vehicle images are for illustration purposes only and may include options or body paint colours, which incur an additional cost.

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# Makers want taxpayers to foot £600billion eco roadworks bill

- **Leak exposes manufacturers' plan to reduce CO<sub>2</sub> emissions**
- **They say Governments need to step in to help meet targets**



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**AE** A LEAKED report, seen by Auto Express, shows that the European car industry wants taxpayers to foot a £600billion road improvement bill in a bid to reduce CO<sub>2</sub> emissions.

The proposal is part of a draft paper from the European Automotive Manufacturers' Association (ACEA), due to be released next month. It argues that car makers are doing all they can to meet the 2021 vehicle emissions target of 95g/km of CO<sub>2</sub>, but to meet later and more stringent targets in 2030, Government involvement is needed.

Resurfacing the roads of all 28 member states should be a priority, according to the ACEA. The report states: "One of the key drivers for reducing CO<sub>2</sub> emissions is ensuring Europe's roads have low-resistance and well maintained surfaces."

The ACEA is keen to fund the project via public investment, with £600billion spread across 20 years. If all of Europe's roads were resurfaced with low-friction surfaces, there would be CO<sub>2</sub> reductions of "up to five per cent [compared to 2015] by 2035".

The continent as a whole would pay roughly £30billion a year to achieve these figures. However, countries like the UK, which has a 13-year backlog of road repairs, would undoubtedly have to fork out more. The ACEA estimates the UK would need a

## OFFICIAL

### EMISSIONS

Leaked proposal from manufacturers' association calls for taxpayers' money to be used to roll out low-friction, low-CO<sub>2</sub> surfaces

**£30bn**  
A YEAR FOR  
20 YEARS

**£12bn**  
TO COMPLETE  
ALL CURRENT  
ROADWORKS  
IN THE UK

**5%**  
REDUCTIONS  
OF CO<sub>2</sub> BY 2035



**"It's estimated the UK, with its 13-year backlog in road repairs, would need to invest £12bn to catch up"**

one-time catch-up investment of £12billion. Green transport agencies have hit back against the ACEA's claims, calling them "out of touch with reality".

Carlos Calvo Ambel, transport and energy analyst at campaign group Transport & Environment, said: "The problem is not

that our roads aren't good enough, we don't drive efficiently or that we can't find parking fast enough – car makers simply don't want to clean up their vehicles, and instead, are shifting the responsibility on to everyone else. Fuel efficiency standards will force the next wave of cleaner vehicles."

## Aston DB11 shows its face at last

THE new Aston Martin DB11 has been exposed in a sneaky picture, apparently taken at a customer clinic ahead of the car's Geneva Motor Show debut.

It's the first time we've seen the car entirely undisguised, and proves the brand is finally moving in a new design direction after a decade of similarly styled models. The car will replace the ageing DB9 and go on sale later this year.

From the image, which was posted on Twitter, we can see the new LED headlights and front-end design. The huge grille gives the DB11 a wide, purposeful stance, while the deep ridges in the bonnet emphasise its muscular look.

The leaked image comes after Aston confirmed that the car would use an all-new 5.2-litre twin-turbo V12 engine developing around 600bhp.

### SPIED



Snatched shot of Aston's DB9 replacement was apparently taken at a customer clinic

## Alfa SUV to be badged Stelvio

ALFA Romeo has finally revealed the name of its long-awaited SUV. It will be called the Stelvio and is scheduled to start production in the final quarter of 2016, slated for sale early in 2017.

The name is taken from the famous mountain pass in Italy. The car, seen in our exclusive image below, will use a slight variation of the Giulia saloon's new architecture, which means there will also be a hot V6-powered QV version.



Christian Schulte



# Wraps come off luxurious

■ **All-new supercar to star at Geneva; priced from £154,000**



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**AE** McLaren will introduce the third model in its new Sport Series range, the 570GT, at the Geneva Motor Show next week.

Billed as the most usable and luxurious McLaren ever, the GT will sit alongside the more focused 540C and 570S Coupé.

The transformation from Coupé to GT is most evident from the outside. The carbon fibre rear deck and flying buttresses from the Coupé have been replaced by a P1-inspired convex glass rear end. A side-hinged glass hatch opens to reveal a new leather-lined luggage Touring Deck which offers 220 litres of space on top of the 150-litre storage area in the nose. The GT also wears a unique rear spoiler which is 10mm taller than that on any other Sport Series model.

Changes continue inside with a glass

■ **OFFICIAL**



Convex glass rear end is inspired by P1, plus spoiler is unique to the new McLaren

**"Newcomer will sit above Coupé at the top of Sport Series range, before a Spider version arrives at some point next year"**

## Bentley Mulsanne stretches out

BENTLEY has revealed an updated version of its Mulsanne flagship, with a new extended wheelbase for the first time.

The new addition is 250mm longer than the standard model, with all the extra length added to the rear doors. Inside, you'll find a set of electric legrests, a champagne fridge and folding tables.

Bentley has also made changes to the standard car and driver-focused Mulsanne Speed. Styling tweaks include a reprofiled front end with a new grille, while the headlamps have been brought level with the outer lights and feature LEDs. The Mulsanne gets an eight-inch touchscreen with Apple CarPlay.

The trio will debut at next week's Geneva Motor Show, alongside a special six-seat Mulliner version with an extra 1,000mm added to the wheelbase.



Stretched Mulsanne will be 250mm longer than standard car and add more luxury inside

### ■ **HYBRIDS ON WAY, TOO**

BENTLEY boss Wolfgang Dürheimer has confirmed that plug-in hybrid technology will roll out across the brand's range in the near future.

The first electrified Bentley will be the Bentayga in 2018, but hybrids won't be limited to the new SUV – as all new models will be capable of adopting the technology.

"Before we see a pure-electric Bentley, we'll see plug-ins on all model lines," Dürheimer told us. "It's not only a bridging technology; it's a solution for the future."

The CEO added that he wouldn't rule out the introduction of an all-electric flagship in the future, though: "Whether the world needs a fully electric Bentley will come in time. I will not exclude it," he said.

"I don't consider it a positioning criteria for our customers."



# McLaren 570GT



**FINISH**  
Focus is on luxury inside latest McLaren, with high-grade leather mixed with familiar hi-tech layout. Side-hinged glass tailgate gives access to roomier leather storage area



panoramic roof, full leather upholstery, electrically adjustable heated seats and soft-close doors. McLaren has also fitted a quieter exhaust system to aid refinement.

Mechanically, the 570GT is unchanged from the Coupé, so it shares the 562bhp 3.8-litre twin-turbo V8 and seven-speed dual-clutch transmission. The addition of the glass rear end means the 570GT is 37kg

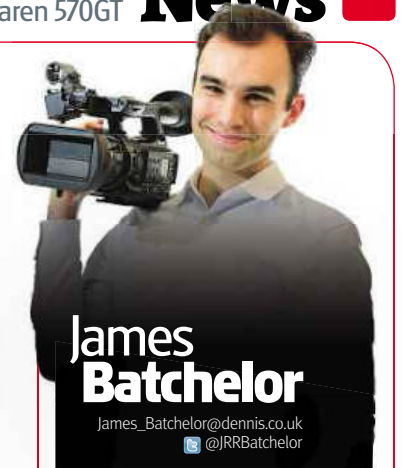
heavier than its sibling, and is two-tenths slower from 0-62mph, taking 3.4 seconds.

McLaren has also softened the dampers by 15 per cent at the front and 10 per cent at the rear to make the 570GT more usable every day. The carbon ceramic brakes on the Coupé are replaced by iron discs, too.

The newcomer will sit above the Coupé at the top of McLaren's Sport Series range,

before a Spider version is introduced at some point next year. Prices for the GT will start from £154,000 in the UK.

As the 540 and 570 models are tasked with doubling market volume, McLaren expects the 570GT to make up around a quarter of Sport Series sales. First customer deliveries are scheduled to be made at the end of the year.



## Video watch

AT [youtube.com/Autoexpress](https://www.youtube.com/Autoexpress) this week, we have full reports on Volvo's stunning new V90 estate and Kia's Prius rival.

## Volvo's sleek new V90 estate unveiled



THE Volvo V90 is the next stage in the Swedish brand's reinvention – and it certainly has some presence.

Using more than 60 years of estate car heritage, the V90 is undeniably versatile, but it also trades heavily on sleek Scandinavian looks to woo those who normally buy German.

Antique dealers should head over to our channel to see the crucial new Volvo load-lugger in action.

## Full report on Kia's Prius-rivalling Niro



AUTO Express was first to reveal Kia was readying a Toyota Prius rival. We drove a prototype of the hybrid Niro SUV last year; now we have a full report.

Editor-in-chief Steve Fowler walks you round the car in this video at the Chicago Motor Show – and you can read his first drive verdict on Page 28.

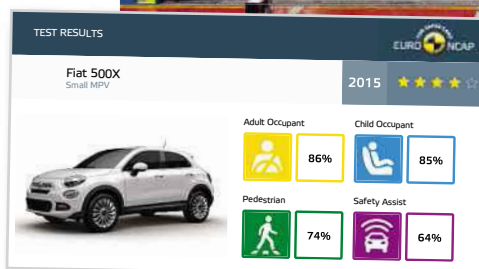
You can watch any of our videos on your phone  
Simply scan this QR code.



# Second NCAP rating on the way

CARS will be advertised with dual Euro NCAP star ratings from April, as the crash test organisation introduces its new tiered system for safety tech. Base models will continue to be tested to give an initial star rating, but now makers will be able to apply for an optional rating for a car equipped with more safety kit, if it will be installed on 25 per cent of models sold in Europe in the first three years after the crash test is done.

It's thought Euro NCAP has made the move in response to pressure from manufacturers, who believe it's unfair to rate only the lowest-spec cars for safety when more pricey versions with extra features could be significantly safer in an accident. It's hoped an extra star will encourage



**Cars will have two NCAP ratings – a potential source of confusion for buyers**

makers to invest in new tech, even if it's too expensive for base models intially.

A Euro NCAP spokeswoman said: "The dual rating will demonstrate the safety benefit of the additional technology to consumers, expressed in stars."





Raymond felt the sensors were redundant on Skoda, as he could reverse before the system loaded

# Owner wants a time out on slow parking sensors

**■ CASE STUDY** Tech on reader's Yeti takes up to 25 seconds to load, but Skoda says it's absolutely fine

**AE** Julie Sinclair

IMAGINE you've specified your car with the latest parking sensor technology and have just shifted into reverse ready to pull off your driveway. How long would you expect to wait before an image appears on your dash screen? A few seconds?

Try 25 seconds! That's how long Skoda claims is reasonable for new Yeti owners to wait, following a complaint from one outraged owner. We'd called the maker after reader Raymond Manley of Leeds contacted us to say he was fed-up with the slow system in his new SE-spec car.

He told us: "I paid more money for the SE with a parking sensor system fitted, but it would take anything from five to 20 seconds to fire up and the graphic to appear on the screen – enough time to have simply reversed the car without it. So I naturally assumed that there was a fault. I had my old Yeti for five years and the parking aids worked fine and quickly."

When his dealer claimed it couldn't find a problem, he called Skoda HQ and was stunned to be told the symptoms were a characteristic of the car. "Skoda claims the delay is perfectly acceptable," he said.

A letter from the firm also suggested he put the waiting time to good use, by following Highway Code advice and using

**LONG WAIT**  
Parking sensor graphic doesn't show up on dash screen in reasonable time after Raymond selects reverse



**"Skoda claims 25 seconds is a reasonable time for new Yeti owners to wait for parking sensors to load"**

his mirrors before reversing to "check the blind spot behind you and check there are no pedestrians, cyclists, other road users or obstructions in the road before moving".

It added that "all of this should give ample time for the image to display", and "any delay should not be an

inconvenience". We agreed with Raymond that Skoda's stance was ridiculous, and called the brand for an explanation. But its spokesman simply confirmed that, in the Yeti, "there can be a warm-up time of 2.5 to 25 seconds for the computer system".

It added that the longest delay is possible from a cold start – as "there are a number of set-ups that have to initialise in order to display the camera image".

Skoda also said it has not received any other complaints from Yeti owners about this sluggish system. But Auto Express would like to hear from anyone else who's been left waiting in their driveway.



**Record UK traffic levels in 2015 are just a worrying sign of things to come**

**AE** TRAFFIC levels hit an annual high in 2015, rising two per cent from the previous year. According to latest Government figures, 317.8 billion miles were driven by cars, vans and HGVs across Great Britain last year.

With a combination of lower fuel prices and a recovering economy, the number of cars out on the road is now above pre-recession figures. That's great news for the country as a whole, as it means people are able to afford to be behind the wheel again.

It's not so great for those of us sat in endless tailbacks staring at a pair of brake lights, though. Yes, living and working in and around London means personally I can't expect trouble-free journeys. But when it takes nearly two hours to travel around 15 miles on a run-of-the-mill Saturday morning, it's fair to say there's cause for complaint.

There's no obvious answer, either. In central London, you use the tube or bus if you can, yet if you're just outside that and you need to transport family or goods, there's little option but to jump in the car – or a van.

Simply put, our roads can't take the sheer weight of traffic they're required to, and it's only going to get worse. The problems compound themselves, too, as more traffic means roads fall apart quicker and require repairs. And, quite honestly, if a journey can be completed without getting stuck in roadworks or at temporary lights, it's cause for a party.

That tailback last Saturday was due to a three-lane dual carriageway being cut down to one at a time when the road already naturally narrows to two. Couple that with the rising traffic levels, and it's a recipe for disaster.

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"Our roads can't take the weight of traffic they're required to, and it's going to get worse"**



After report on juddering Fiesta auto, a number of owners got in touch



# More Fiesta drivers report auto 'judder'

■ But Ford dealer fix proves unsuccessful for one unlucky reader

**TE** Martin Saarinen

IN Issue 1,389, Auto Express highlighted how a clutch package replacement eventually solved a judder that was bothering David Burgess' automatic Ford Fiesta, and since then we've heard of similar concerns from other owners.

One reader in Northern Ireland told us he experienced the exact same issues as David had with his 2014 Fiesta PowerShift. He said: "Whenever I pulled away, my car would judder, and I eventually told my dealer about this."

As with David, the dealership first remapped the transmission, only to find the judder persisted. After a visit from a Ford technician, the dealership agreed to swap the clutch package under warranty. However, this was not the end of the problems, as the issue soon reappeared with the new clutch.

Our reader took his car back to the garage, and we called Ford to see if there was a wider issue at hand. A company spokeswoman told us: "Ford is aware of a small number of vehicles with six-speed automatic transmissions experiencing clutch judder."

"Any customers concerned should contact their dealer, who have been notified of the fix."

Unfortunately, the fix did not solve anything. After a few weeks, the judder reappeared, forcing our reader to contact Ford again. He is now looking to reject his car.



**DRIVING DOCTOR**  
Paul Ripley  
www.drd.uk.com  
@drpaulripley

■ **IS there room for improvement in your driving? Many feel they are 'good drivers' so would have little motivation or reason to enhance their ability, gain further knowledge and change their behaviour.**

**But how would you fare if you had to sit your driving test again? Many would fail miserably, as they can't do the simple tasks they were taught to do and through experience have 'found a better way' of driving in a safer fashion.**

**How come so many drivers find it almost impossible to drive at a maximum of 20mph in a built-up area? Improving anything in life has to involve a degree of self-evaluation. When targeted at driving, a level of self-analysis works wonders. It'll make you more self-conscious as you drive at 30mph in a 20mph zone and say to yourself: "This isn't right ... this is illegal."**

**Using self-analysis makes you a far better driver, as you accept responsibility for your actions behind the wheel. You start to drive in a manner where you question your own actions before you do it. The result is increased safety, plus decreased stress, anxiety and rates of incidents you're involved in. Give it a try – you have nothing to lose and you may improve your discipline and safety.**

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
Consumer Ombudsman: www.consumer-ombudsman.org  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

**Problems with makers**  
Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000



**Inbox** What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Lexus RC 300h driven

**FROM: MrZeus** HAVING driven one of these, I agree that they do feel a little heavy, but there are plenty of positives. For instance, the RC is very smooth and easy to drive. Also, there is nothing that looks quite like it on the road. When I tried one, it turned heads constantly.

**FROM: antonyr** FOR me, Lexus has the best reliability, the best dealers and the best service in the trade. The cars are wonderful to drive, and they aren't as common on the road as some of their German rivals. A result of buying with your head and not your heart.



**STYLE**  
Lexus' sporty new hybrid coupé looks the part, and it's got our readers talking

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "The other day I saw a new 65-plate Lexus painted in white, and I have to admit, it did look quite stunning." **Guest**

■ "It's a shame that the driving dynamics don't live up to the brilliant looks. Otherwise, it's the ideal car." **Wiley**

■ "The RC 300h is beautifully finished with lots of thoughtful details. It will also be very reliable." **prosperity**

## Blame emissions farce on 'ridiculous' testing

**FROM: Mark Harrison** THE issue with emissions is the testing. In complying, the cars are worse in the real world. Engineers at Volkswagen ignored these ridiculous tests and designed cars to be as good as possible in the real world. They should be applauded for putting fact before fiction.

## Cool new Volvo V90 deserves to succeed

**FROM: Anthony Lewis** I'M not surprised that the images of the new Volvo V90 are a hot topic. If the photos aren't enough to compel others to go for this car, then nothing else is. The safety features that Volvo has always been synonymous with are welcome, too.

## UK return for Daihatsu would be welcome

**FROM: John Allen** IT would be very good to see Daihatsu back on British shores. Years ago, I was all set to buy one, but then it pulled out of the UK market, so I decided against it. This was most unfortunate, as many of the brand's cars were way ahead of the times, like the mini 4x4 models and the coupés.

## Ditching white lines won't stop speeders

**FROM: Luke Baldwin** REMOVING white lines would make the road look like it had been resurfaced but not finished (Issue 1,408). Also, offenders will speed irrespective of a few centimetres of white paint being absent. Removing lane markings will just slow less confident drivers more.

**Useful Contacts**





# BLIND

# TO THE DANGERS

As the number of accidents related to dazzling headlights rises, we call for more action to end the sale of HID conversion kits in the UK

**AE** Rob Marshall

AFTERMARKET parts retailers are continuing to defy regulations by advertising hazardous and illegal High-Intensity Discharge (HID) conversion kits as safety enhancements. However, Trading Standards has finally taken action after a year-long Auto Express investigation.

We first tackled the problem nearly a decade ago in January 2007. Back then, we highlighted the potential legal and safety risks posed by these kits, which can make your car unroadworthy, invalidate your insurance and, according to the Chartered Trading Standards Institute (CTSI), hold owners civilly and, potentially, criminally liable in the event of an accident.

But we've now revisited the issue and found no evidence of subsequent enforcement and, furthermore were told there appeared to be little appetite – nationally and regionally – to undertake future action. Road safety organisations are concerned, though, and the stats indicate that dazzling headlights are a contributory factor in accidents.

Department for Transport (DfT) figures show the number of incidents influenced by headlamp dazzle rose by 11 per

cent in 2014, compared to 2010. David Williams, of the road safety charity GEM Motoring Assist, told us this might not be the whole story, either. He said official statistics are problematic to interpret, because they are compiled by police officers at accident scenes.

Dazzle can also result from a poorly adjusted lamp or main beams not being dipped, for example. But Williams pointed out that anecdotal complaints about dazzling headlights are rising and the popularity of HID conversion kits is contributing to the safety risk. The Royal Society for the Prevention of Accidents (RoSPA) agrees with these safety concerns, too.

The DfT's most recent information sheet on the issue, dated May 2010, confirms that HID conversion kits create

**“Figures show number of incidents influenced by dazzle rose by 11 per cent in 2014, compared to 2010”**

## COMPLEX

Proper HID headlamp housings contain more complex optics than halogen set-ups, which use a filament bulb





## WHAT ARE HID CONVERSION KITS?

NEW cars are fitted with halogen, High Intensity Discharge (HID) or Light Emitting Diode (LED) headlamps, and they use precision optics that work effectively and safely with the selected bulb type to pass Whole Vehicle Type Approval requirements.

HID conversion kits are promoted as an aftermarket upgrade for halogen lights. The HID gas discharge burner is equipped with a halogen bulb-type base, allowing it to be fitted within a headlamp housing that contains optics designed only for filament bulbs. The kit includes a ballast unit that has to be integrated into the vehicle's wiring to regulate the varying power demands.

Prices vary considerably for HID and LED conversion kits, with some promising bigger performance upgrades. But regardless of how much you pay and maker claims, not one of them can comply with the required regulations and they remain neither legal to sell and fit to road vehicles, nor to use on the road. The only legal way to upgrade headlights is to replace the unit completely.



**Some HID kits can overload a car's wiring; here, the kit's wires are considerably thicker. Under law, housings for HID must be different to halogen set-ups**

dazzle and are illegal to sell, install and use. Some traders use a disclaimer with the sale of kits saying they're for off-road use while simultaneously detailing their benefits for improving visibility of road signs, fellow drivers and other obstacles. The Institute of Advanced Motorists (IAM) accused these sellers, and the practice of advertising kits as on-road safety aids with an off-road use disclaimer, as being "misleading and disingenuous".

There's also evidence to suggest that the kits can damage your car. According to Lukas Küpper, Philips Automotive's senior lighting engineer, an incompatible bulb from an HID conversion kit can also damage a halogen headlamp internally through excessive heat generation and ultra-violet radiation. The vehicle's wiring may also not be a match for the different current loadings.

As part of our investigation, we approached several respected British retailers currently selling HID conversion kits with our research, including Autolamps-Online and Demon Tweaks. None of them could justify the sale of kits for on-road use, yet at the time of writing, none had subsequently de-listed the parts from their websites.

Other traders directed our research towards overseas sellers of inexpensive kits on online auction sites, which





may act outside UK and European jurisdictions. We contacted eBay UK, but a spokesman simply told Auto Express that sellers are expected to comply with all laws.

The police and several Government departments responsible for Type Approval recommended we get back in touch with Trading Standards, so we investigated what action might be taken on a local level.

Having witnessed HID City Limited promoting HID conversion kits as a safety aid for several years at motor shows, we contacted the company with our evidence and that of the DfT. Several months afterwards, the business was still selling the kits advertised for on-road use, despite telling our researcher that it would no longer do so.

Therefore, we contacted East Sussex Trading Standards to establish if our research was sufficient to justify any formal action. After considering our findings and conducting its own investigation, Trading Standards visited HID City's premises and, subsequently, the kits were withdrawn and the company closed its website voluntarily. The investigating officer also concluded that his interpretation of 'off-road use' involved vehicles that are not type-approved for road use, such as buggies and motocross bikes.

Our investigation has highlighted the need for HID and LED conversion kits to be withdrawn from sale for road use. Unfortunately, with budget cuts and a lack of will from the relevant authorities, there remains little to no enforcement of the dangerous practices of selling, fitting and using them.

That's despite the DfT figures highlighting the growing threat of dazzle and the concern of road safety organisations. We advise all car owners to avoid them at all costs to stay on the right side of the law.

**DAZZLE**  
HID conversion kits can dazzle other drivers; online traders still advertise them for road use, though



**Bulbs need to be e-marked; not possible with kits (top, right). Real HID bulbs won't fit in halogen slot; some sellers use CE marking for 'legal' look**

**“Our investigation has highlighted the need for conversion kits to be withdrawn from sale for road use”**



## WHAT DOES THE LAW SAY?

WHILE we understand that no test case has been brought to the UK criminal courts as yet, our research uncovered no defence to justify the sale, fitting and on-road use of HID conversion kits. Even when asked, not one retailer – or vehicle lighting specialist – provided Auto Express with any counter legislation or legitimate rationale.

The European Commission confirmed to us that only Type-Approved lighting systems can be sold legally in the EU under UN Vehicle Regulations (1958). And the Vehicle Regulations and Transport Innovations Section of the United Nations Economic Commission (UNECE) said one reason why the required Type Approval cannot be granted to HID conversion kits is that the bulb type and its base do not match.

As the kits are incompatible with halogen headlamp optics, they are unfit for purpose – falling foul of the UK's Consumer Rights Act of 2015. The UK's Road Traffic Act (1988) cites that it is an offence to supply, fit or use vehicle parts that do not comply with the required Construction and Use stipulations.

And as the driver is responsible for ensuring a vehicle's roadworthiness (under the Highway Code), a prosecution could result under Road Vehicles Construction and Use Regulations (1986) and the Road Vehicle Lighting Regulations (1989). Plus, the act of selling a conversion kit might incite the driver to commit an offence, so this could lead to wider legal issues.

**“Our research uncovered no defence to justify the legal sale and use of HID kits”**

## INSURANCE AND MOT IMPLICATIONS

ALTHOUGH it's possible for a car fitted with an HID conversion kit to pass the basic MoT headlight alignment test, a pass certificate does not mean that the car is roadworthy, because the standards are not the same as those applied by the relevant mandatory Type Approval.

The Driver and Vehicle Standards Agency (DVSA) confirmed to us that an HID conversion kit would cause a car to fail the UK Individual Vehicle Approval (IVA) test, making it non-roadworthy. Some insurance brokers reported that on-road policies might be affected, and one company told us it would refuse to issue cover with an HID kit declared as a modification.

The Association of British Insurers commented: “Applying for, or renewing, insurance knowing that the vehicle is illegal, or non-roadworthy, would amount to misrepresentation and fraud.”

**“An HID conversion kit would cause a car to fail the UK IVA test, making it non-roadworthy”**



**TESCO**

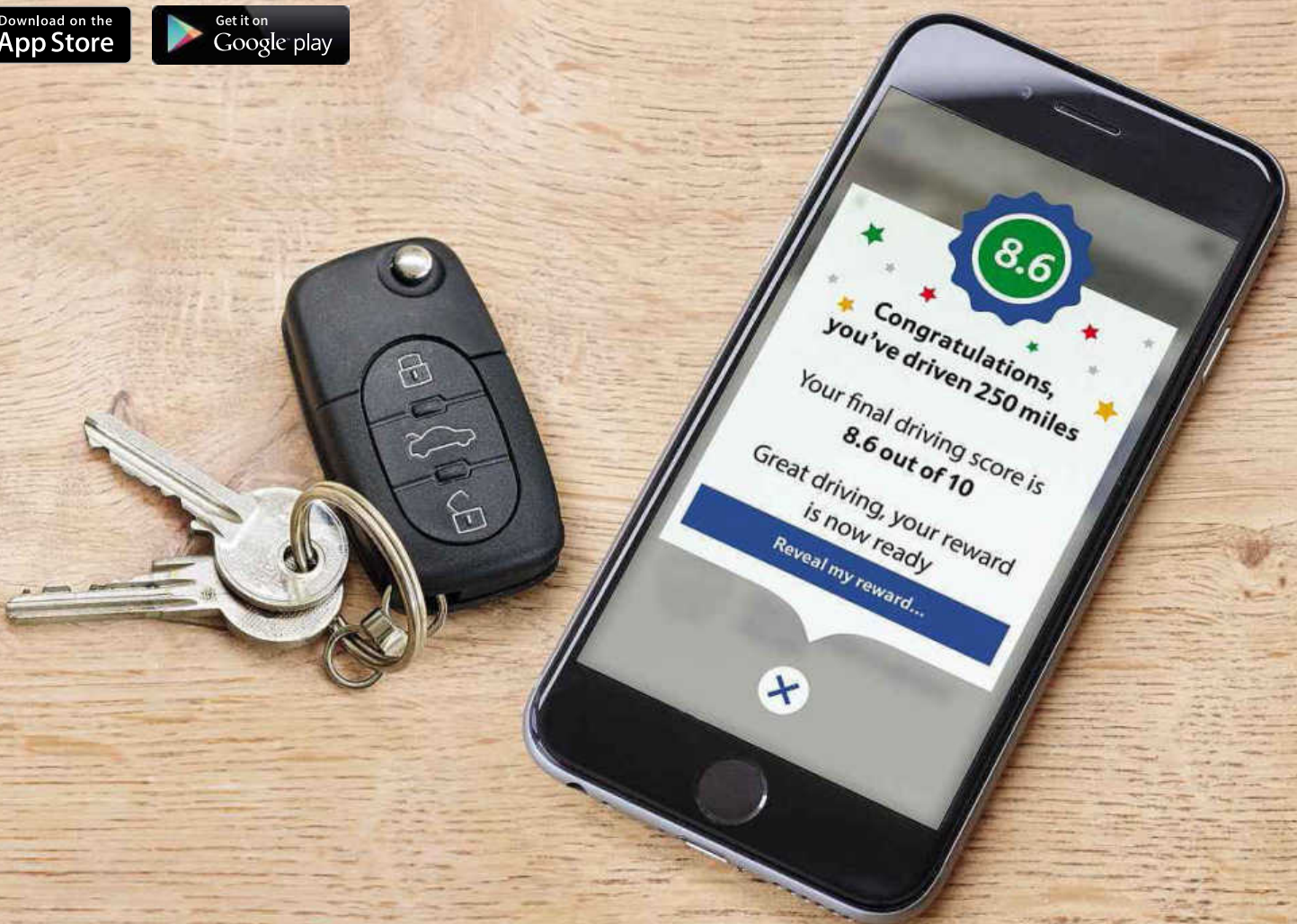
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# Kia Niro

**FIRST DRIVE** We hit the road in pioneering hybrid crossover to see if the Toyota Prius should be worried

## Performance

0-62mph/top speed  
10.5 secs/110mph (est)



## Running costs

73.6mpg (official)  
£45 fill-up



**Steve Fowler**  
Steve\_Fowler@dennis.co.uk  
@stevefowler

**AE** IT'S going to be a green summer for Kia. The new Optima gets its plug-in hybrid boost, while this car – the Niro – is set to take a different approach to tackle the hybrid Prius. And just a week after the car's global debut at the Chicago Motor Show, Auto Express was invited to drive the Niro alongside Kia Europe CEO Michael Cole.

The Niro is what Kia describes as the first Hybrid Utility Vehicle, or HUV. But Cole has another take on it. "It's a crossover first and foremost," he says. "But it's a crossover with the added bonus of being a hybrid."

And the further bonus of being sensational value – Kia is aiming for a price that doesn't tread on the toes of the newly launched Sportage SUV, so expect it to start at less than £18,000.

To put that into context, you can't get a new Prius for less than £23,000, while even the Toyota Auris Hybrid costs over

£20,000. And as usual with Kia, this will be no stripped-out model. It's got interior space that's comparable to the Prius and a big boot, too. Plus, the seven-year warranty outstrips Toyota's cover by two years.

Kia's offer of a drive in an early car was all the more bold with a route from the company's base near Frankfurt in Germany down to Geneva in Switzerland. Previous experience of hybrids shows they're most efficient in town rather than on long cross-country jaunts. So how did the Niro fare?

Our route was mostly motorway with a bit of town driving thrown in and some fairly hilly stuff, too, yet the Niro managed 60mpg – not bad in the real world and not too far off the expected average claim of 73.6mpg.

Kia has also eliminated the Achilles' heel of many hybrids by fitting a six-speed dual-clutch box rather than a continuously variable auto – it makes for a far more normal drive, even if response is still a little sluggish.

We detected slight hesitation as the car's brain decided whether to use the electric





35

**OCTAVIA vRS 4x4**

First UK drive of four-wheel-drive version of 181bhp Skoda hatch.

37

**BMW X4 M40i**

Petrol-powered coupé-SUV is closest thing to an X4 M, and we drive it.

38

**SPECIAL MX-5**

Is Mazda's Recaro Sport roadster worth the extra over standard 2.0-litre?

**SLIPPERY**

Despite the Niro's SUV body it has a drag coefficient of 0.29Cd – making it more aerodynamic than many other hybrid rivals

## Essentials

### Kia Niro

<b>Price:</b>	£18,000 (est)
<b>Engine:</b>	1.6-litre 4cyl petrol, plus electric motor
<b>Power:</b>	138bhp
<b>Transmission:</b>	Six-speed automatic, front-wheel drive
<b>0-62mph:</b>	10.5 seconds (est)
<b>Top speed:</b>	110mph (est)
<b>Economy:</b>	73.6mpg
<b>CO<sub>2</sub>:</b>	89g/km (est)

**ON SALE Summer**



**PRACTICALITY** The Niro is smaller than the Sportage, but has the same footprint as the Cee'd hatchback. The battery is positioned beneath the rear seats, so the boot is a decent 421 litres



**EQUIPMENT** As well as electric mirrors and windows, all Niros will get alloys, keyless go, active cruise and climate control and sat-nav. Six-speed auto is the only transmission option



motor or engine or both to pull away, but that's likely to be smoothed out in production versions. The brakes could do with a bit of work, too, for a less abrupt and more linear feel, although again, there's time to tweak before cars arrive in the summer.

The Niro gets more advanced battery tech than the Prius, using a lithium ion polymer set-up that will enable it to travel for up to three miles on electric power alone at speeds of up to 70mph. And true enough, on a light

throttle travelling downhill, the engine was off and the on-screen graphics showed the battery and electric motor doing the work.

The transition between battery (eerily silent) and engine power (still quite quiet) is seamless on the move with no vibration as the swap takes place. You can hear the engine's hum when it's working, but the Niro is a relaxed and refined drive.

It's not a car you'll want to (or relish) throw through corners, while the ride

can be a little bobbly, although our car was on the bigger 18-inch wheels – smaller 16-inch wheels may prove more comfortable. Similarly, the steering doesn't offer bags of feel, but it's direct enough.

The crossover design eschews the now traditional teardrop shape of hybrids like the Prius, as well as the Niro's Hyundai Ioniq sister car (with which it shares plenty of its running gear); it's not a full-on SUV look, but it's a crisp, smart shape livened up by some cladding around the wheelarches, skid plates front and rear, and an interesting spoiler at the back.

Inside, the car is as well built as we've now come to expect from Kia, with better-quality plastics than in the latest Prius and a smart, easy-to-use layout. Even the indicators clicked with a quality sound.

The powered driver's seat of our test car was a fair few millimetres too high



"It's no stripped-out car, plus it has space comparable to a Prius"

**NEED TO KNOW**

Unusually for a hybrid, the Niro is able to tow braked loads of up to 1,300kg





for us, leaving our head irritatingly brushing the headlining around the sunroof. Again, Kia tells us this will be sorted for production.

There are no such problems in the back, with space for a couple of adults to stretch out in, or three kids to argue over the middle seat. The boot's a good size and shape, and easy to get at, too; cabbies and their passengers are going to love this car.

As well as all the latest safety gadgets – like autonomous emergency braking and lane keep assist – the Niro gets Android Auto for connection to smartphones (there's no Apple CarPlay yet). It also features a navigation system that lets the hybrid

drivetrain know what the road ahead is like so it can maximise efficiency.

Ultimately, that efficiency is limited by the crossover shape of the Niro – it's not as slippery as the Prius so mpg will be lower and CO<sub>2</sub> higher than the Toyota's. But the figures we achieved were pretty good and that likely starting price will go some way to making up for it.

Michael Cole told us Kia had originally estimated around 20,000 annual Niro sales across Europe, but is thinking about revising that figure to closer to 40,000. We think that could be a wise move – Kia could have a hybrid hit on its hands.



#### NEED TO KNOW

The Niro will be produced at Kia's state-of-the-art manufacturing facility in Hwasung, South Korea



Spoiler looks good; shape hampers ultimate efficiency, but Niro is still very green



#### **Auto Express** Verdict

EVEN this early pre-production Niro showed plenty of promise as an appealing, eco-friendly family car. It looks better than many other hybrids on the market and comes with a hugely usable and spacious interior. Running costs should be attractive, but not as much as the expected price. The Niro could be the start of a whole new appeal for hybrid cars.



[www.autoexpress.co.uk](http://www.autoexpress.co.uk)



The new Infiniti Q30

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<sup>1</sup>PCP Representative example: Q30 1.6 SE FWD

36 monthly payments	On the road cash price	Customer deposit	Total amount of credit	Duration of agreement	Optional final payment	Total amount payable	Rate of interest P.A. (Fixed)	3.70% APR Representative
£269	£20,550	£3,108.59	£17,441.41	37 months	£10,147.73	£22,940.31	5.7%	

Official fuel economy figures for the Q30 range shown in mpg (l/100 km): combined 42.2 (6.7) to 74.3 (3.8). CO<sub>2</sub> emission: 156 to 108 g/km.

Offer valid until 31st March 2016 at participating dealers only and subject to vehicle availability. Finance provided by Infiniti Financial Services, Eagle House, 78 St Albans Road, Watford, Hertfordshire WD17 1AF. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit your local dealer for full details. Offer based on 6,000 miles per annum, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence and delivery costs. Infiniti Europe Division of Nissan International SA, Zone d'Activités La Pièce 12, 1180 Rolle, Switzerland. CO<sub>2</sub>/MPG figures based on EU regulated laboratory testing, and may not represent real-life driving results (which vary depending on driving behaviour, conditions and other factors). \*Model shown is an Infiniti Q30 1.6 SE FWD OTR price £22,420 including optional glass roof at £500, metallic paint at £670 and 19" alloy wheels at £700. <sup>1</sup>PCP representative example excludes optional equipment.





Four-wheel drive gives Superb strong traction; cabin features classy leather upholstery

# Skoda Superb Estate 280

**FIRST UK DRIVE** Family carrier turns up heat with engine from Leon Cupra



**Running costs**

39.8mpg (official)

£65 fill-up



**Jonathan Burn**  
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**AE** AS spacious and stylish family transport goes, the Superb Estate is up there with the best. Skoda's now adding speed into the equation, as this sensible family estate is available here with the 276bhp 2.0-litre turbo from the rapid SEAT Leon Cupra.

The engine is a range-topping replacement for the 256bhp 3.6-litre V6 offered in the old Superb Estate, and in the process, makes this the fastest roadgoing Skoda on sale. Bury your right foot, and the Superb will sprint from 0-62mph in only 5.8 seconds, and hit 155mph without breaking sweat.

Ensuring none of that grunt goes to waste is Skoda's four-wheel-drive system, plus a slick-shifting six-speed DSG box. Getaways are drama-free, as the Superb bites into the tarmac and spits you down the road at an alarming rate for something nearing five metres long and 1,600kg in weight.

That's the thing with this 276bhp Superb Estate – everything else about it remains as familiar and unassuming as the entry-level model, but it packs an almighty punch that feels so out of character for a big, practical family ferrier.

It's great fun and would give some hot hatches a workout, but 39.8mpg economy and CO<sub>2</sub> emissions of 164g/km are a stark reminder this isn't your normal Superb. The Skoda can

handle the muscle, though, as you feel the power shifting between the front and rear axles as it tries to put all 276bhp to the road.

Approach a corner, and it rolls about on softly sprung suspension, and while it never feels truly settled, four-wheel drive serves up plenty of reassuring grip. Adaptive dampers are available and should help to contain excess movement – just don't expect them to transform it into a track day thriller.

Ease off, and you'll find the Superb where it feels most comfortable. It's a very well resolved and capable motorway cruiser, with a supple ride and comfortable cabin that is well isolated from the elements.

The 276bhp 2.0-litre turbo is only available in top-spec SE L Executive and Laurin & Klement trims, which means it doesn't come particularly cheap. Our test car featured leather upholstery, sat-nav and climate control as standard, and costs over £32,000. Go for the upmarket L&K model, and that figure rises to almost £36,000 for the Estate.



## NEED TO KNOW

There's no Superb vRS, so this is the hottest model; in fact, it's the fastest Skoda on sale





## Essentials

### Skoda Superb Estate 280 SE L Executive

<b>Price:</b>	£32,320
<b>Engine:</b>	2.0-litre 4cyl turbo
<b>Power:</b>	276bhp
<b>Transmission:</b>	Six-speed twin-clutch auto, four-wheel drive
<b>0-62mph:</b>	5.8 seconds
<b>Top speed:</b>	155mph
<b>Economy:</b>	39.8mpg
<b>CO<sub>2</sub>:</b>	164g/km

**ON SALE Now**



**EQUIPMENT** Six-speed twin-clutch DSG automatic gearbox is standard on the 276bhp model, as is four-wheel drive. Sat-nav, leather upholstery and climate control are thrown in, too



**COMFORT** You'll get no complaints from passengers in the rear, with huge amounts of head and legroom for them to stretch out in. Skoda's soft ride also ensures long journeys are a breeze



**PRACTICALITY** The 660-litre boot makes this one of the most spacious estates around. Dropping the rear seats gives even more impressive 1,950 litres

## Auto Express Verdict

THE Superb excels at being a quiet, comfortable and refined family car. While the 276bhp engine is fun and fast, it's largely unnecessary here; the 148bhp 2.0-litre TDI diesel provides all the pace you'll need and is far cheaper to buy and run. Skoda is only likely to sell a handful of these flagship estates, but those who take the plunge won't be disappointed.



# Skoda Octavia vRS 4x4

**FIRST UK DRIVE** Verdict as four-wheel-drive hot hatch hits British roads



Otis Clay



## NEED TO KNOW

Skoda's Haldex four-wheel-drive system diverts power to the axle that needs it the most on the move



**Sam Naylor**  
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@SamNaylor\_AE

**AE** WE'VE already tested Skoda's new and accomplished Octavia vRS 4x4 on snow (Issue 1,407), but we've now had the chance to see how it fares on UK roads.

It gets the same 181bhp 2.0-litre diesel as the front-wheel-drive model and a six-speed DSG automatic gearbox. The four-wheel-drive system adds £1,450 to the price of the car, and it's available as either a hatchback or an estate. But even with that premium, it's still cheaper than a VW Golf GTD, so it looks like great value.

Being the only four-wheel-drive hot diesel hatch on the market appears to be a strong selling point for the Skoda, as rivals from Ford and Volkswagen are front-wheel drive only. Plus, the Focus ST diesel's centrally mounted exhaust means you can't pull a trailer, whereas the vRS 4x4

has a towing capacity of 2,000kg – which is 200kg more than the standard model.

The boost in traction from the extra driven wheels is impressive. The car feels very stable and planted in corners, plus there's much more grip when accelerating. This 4WD model takes 7.6 seconds to get from 0-62mph – three-tenths faster than the front-wheel-drive car.

The huge shove of torque from the 2.0-litre diesel means there's always power when you need it, and the DSG auto box is slick and offers quick changes. Every vRS gets slightly lowered and stiffer suspension, which does make the ride a little firmer. Various driving modes also alter the car's character, with Sport mode sharpening up the response and adding weight to the steering for a more focused drive.

Even though the Octavia's cabin has a simple design, it still feels upmarket. Of course, being a Skoda, the vRS offers plenty of space inside. There are comfortable, supportive seats and a big 610-litre boot.

Due to the extra weight of the four-wheel-drive system, the 4x4 loses out when it comes to economy and emissions. It claims 57.6mpg to the front-wheel-drive version's 60.1mpg, and emits 129g/km of CO<sub>2</sub> compared to 124g/km.



**Four-wheel drive makes the Octavia feel planted and composed in corners**

## Essentials

### Skoda Octavia vRS 4x4

<b>Price:</b>	£27,315
<b>Engine:</b>	2.0-litre 4cyl diesel
<b>Power:</b>	181bhp
<b>Transmission:</b>	Six-speed twin-clutch auto, four-wheel drive
<b>0-62mph:</b>	7.6 seconds
<b>Top speed:</b>	140mph
<b>Economy:</b>	57.6mpg
<b>CO<sub>2</sub>:</b>	129g/km

**ON SALE Now**



**EQUIPMENT** As well as classy dials, Octavia vRS gets sat-nav, 18-inch alloys, climate control and bi-xenon headlights as standard



**PRACTICALITY** The boot in the Octavia hatch is big enough, while the Estate model offers 610 litres of space. Rear is very roomy, too



## Auto Express Verdict

THE Octavia vRS diesel has always been a fantastic family car, serving up plenty of performance, low fuel bills and good value for money. Adding four-wheel drive doesn't affect the car's agility, and while it does mean that the price rises, the extra grip could be useful for some buyers – especially given Britain's notoriously unpredictable winter.







Go Further

# UNLEARN







## Essentials

### BMW X4 M40i

<b>Price:</b>	N/A
<b>Engine:</b>	3.0-litre 6cyl twin-turbo
<b>Power:</b>	355bhp
<b>Transmission:</b>	Eight-speed automatic, four-wheel drive
<b>0-62mph:</b>	4.9 seconds
<b>Top speed:</b>	155mph
<b>Economy:</b>	38.2mpg
<b>CO<sub>2</sub>:</b>	199g/km

**ON SALE** Not in the UK



**EQUIPMENT** M40i is packed with kit as standard, including BMW's iDrive control system. This features sat-nav, Bluetooth and real-time traffic info



**SPACE** The coupé roofline means rear passenger headroom is slightly restricted, but the boot is still practical, with a decent 500 litres of space



**SUSPENSION** This X4 rides 20mm lower than the X3 at the front and 28mm lower at the rear, boosting agility. Larger 20-inch alloy wheels are fitted as well

## Verdict

THE M40i is a great addition to the X4 range and is almost as fun to drive as the Porsche Macan GTS. However, UK buyers won't ever get to see this for themselves as BMW doesn't plan on selling it here any time soon. It's a real shame, as it would give the X4 range the sporting pedigree its styling hints at. The UK range will continue to be topped by the 3.0-litre diesel X4 xDrive35d, which is cheaper to run and almost as fast.



# BMW X4 M40i

**Running costs**  
38.2mpg (official)  
£65 fill-up



**FIRST DRIVE** Hot petrol coupé-SUV is the closest thing to an X4 M



**James Batchelor**  
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**TE** WITH the current boom of European SUV sales showing no sign of stopping, a new niche is steadily growing – that of the performance 4x4. Arguably top of the tree is the Porsche Macan: it's effectively a sports car on stilts, and is available with a range of specially tuned petrol and diesel engines.

Now, though, BMW has arrived to steal some of the Macan's thunder, with the X4 M40i. It's not a full-blown M car – otherwise it would wear the coveted badge like the larger X5 M – but more of an official makeover by BMW's highly talented M division. Think of it as an X4 M 'lite'.

Under the bonnet lies BMW's brilliant 3.0-litre turbocharged straight-six engine, with a handful of oily bits tweaked by M.

These changes include a modified inlet manifold and additional boost pressure for the turbo. As a result, the engine develops a Macan GTS-matching 355bhp; it takes the car from 0-62mph in just under five seconds, and on to a 155mph top speed.

Amazingly, it's 0.3 seconds quicker from 0-62mph than the Macan. In fact, it's only half a second slower than the new M2



**Interior features lots of M-branded kit; paddles control eight-speed M gearbox**

Coupé (Issue 1,409). To separate the M40i from the rest of the X4 range, it gets 20-inch alloy wheels, silver door mirrors and a black-tipped sports exhaust. Inside, you'll find sports seats and M-branded goodies.

On the road, it's clear this isn't just a dressed up X4 – the stiffer suspension does a great job of keeping the high-riding body rigid on winding roads, while BMW says the 40i's four-wheel-drive system is rear biased for a sports car feel.

The coupé-SUV stays incredibly planted through corners and the steering is sharp. The eight-speed M gearbox swaps ratios quickly, while the 3.0-litre straight-six turbo thrives

**Stiff suspension gives beefed-up X4 impressive body control**



on revs. It's a very impressive car, but sadly British fans won't get the chance to buy one.

BMW says due to the limited demand for petrol-powered SUVs in the UK, it won't be offered here. It's a real shame, but understandable – the standard X4 35d offers over 10mpg more on the road, and is four road tax bands lower than the M40i.

It's almost as fast, too, and has a huge slug of torque at almost any speed. So it looks as though the Porsche Macan GTS will rule the roost for a little while longer.







## Mazda MX-5 Sport Recaro

**FIRST DRIVE** Limited-edition roadster scores on style and kit



**Lawrence Allan**  
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**WE'RE** already big fans of Mazda's brilliant MX-5 – having been impressed by the 1.5 and 2.0-litre models – and the brand has now launched a range-topping, limited-edition version of the lightweight roadster called the Sport Recaro. It's got more kit and racy styling add-ons, but do these features make it a better car?

Well, at £24,295 it's not cheap, especially considering the well-equipped entry-level 1.5-litre starts from just over £18,000. However, for that extra outlay, almost every option is thrown in. For starters, you get a choice of metallic paint options, while a black Sports Aero Kit and a neat boot spoiler spice up the exterior.

Diamond-cut 17-inch alloys are standard, and inside you'll find Alcantara trim on the dash, plus decorative red stitching and a pair of figure-hugging heated Recaro seats. That's on top of sat-nav, cruise control, climate control and a Bose sound system.

The Sport Recaro model is only available with the more powerful 158bhp 2.0-litre engine, which brings Bilstein dampers and a limited-slip differential. There are no chassis tweaks, so the roadster remains wonderfully agile and engaging all the time. Larger alloys and a stiffer set-up give the MX-5 a firm ride initially, although it settles at speed. That more powerful engine brings useful torque for overtaking, but we prefer the more rev-hungry 1.5-litre engine.

The Sport Recaro model's drive isn't a world away from the standard car's, which is both a good and bad thing. The MX-5 is a bargain sports car at £18,000, but for this model's price, you can go for a faster and more practical hot hatch.



### Mazda MX-5 Sport Recaro

<b>Price:</b>	£24,295
<b>Engine:</b>	2.0-litre 4cyl petrol
<b>Power:</b>	158bhp
<b>Transmission:</b>	Six-speed manual, rear-wheel drive
<b>0-62mph:</b>	7.3 seconds
<b>Top speed:</b>	133mph
<b>Economy:</b>	40.9mpg
<b>CO<sub>2</sub>:</b>	161g/km

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### NEED TO KNOW

Only 600 examples of the Mazda MX-5 Sport Recaro will be produced

### Verdict

IF you simply must have the ultimate MX-5, the Sport Recaro model offers a touch of extra style and some premium cabin additions to fit the brief. It's still a joy to drive, but it comes at a price – and one that puts it right in the firing line of some seriously talented hot hatches.

In our opinion, the Mazda looks much better value as a mid-spec SE-L Nav model with the sweet and revvy 1.5-litre engine.



## Coming soon



### FORD EDGE SPRING

The Edge will finally arrive in the UK in the spring with the option of two diesel engines. A Vignale edition is also on the cards.

#### SUPERMINIS

Ford Ka+	2017
Ford Fiesta	2017
Kia Rio	2018
Nissan Micra	summer
Renault Twingo GT	mid 2016
Renault 5	late 2017
SEAT Ibiza	2017
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017
Suzuki Baleno	May
Volkswagen Polo	2017

#### FAMILY CARS

Alfa Romeo Giulia	late 2016
Alfa Romeo Giulia Estate	2017
Audi A3 three-cylinder	mid 2016
BMW 3 Series Plug-in	spring
Fiat Tipo	mid 2016
Honda Civic	late 2016
Honda FCV	late 2016
Kia Optima estate	late 2016
Jaguar XE Sportbrake	late 2016
MG5	2020
MINI Countryman	late 2016
Nissan Leaf	2017
Porsche Panamera	late 2016
Porsche Panamera estate	2017
Renault Mégane Sport Tourer	autumn
Subaru Impreza	late 2016
Tesla Model III	late 2016
Toyota Prius	spring
Vauxhall Insignia	2017
Vauxhall Insignia Sports Tourer	late 2017
Volkswagen Beetle Dune	May
Volkswagen Golf CC	late 2016

#### SPORTS CARS

Abarth 124 Spider	2017
Alfa 4C Stradale	mid 2016
Aston Martin DB11	late 2016
Aston Martin V8 Vantage	2018
Audi A5	mid 2016
Audi A9	2018
Audi RS4	late 2016
Audi S4	mid 2016
Audi TT RS	mid 2016
Audi TT Sportback	2017
Audi TTQ	2017
BMW i8 Plus	late 2016
BMW M2	summer
BMW M4 GTS	summer
BMW Z4	2017
Bugatti Chiron	2017
Caterham sports car	2018
Ford Focus RS	April
Ford GT	late 2016
Ford Mustang GT350	late 2016
Honda CR-Z	2017
Honda NSX	late 2016
Hyundai i30 N	2017
Infiniti Q60	November
Jaguar F-Type SVR	late 2016
Jaguar XE R	summer
Kia GT4 Stinger	2017
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán RWD	March
Lexus LC500	late 2016
Maserati Alfieri	2017
Maserati Gran Turismo	late 2017
McLaren 540 C	spring
Mercedes C 450 AMG Sport	early 2016
Mercedes-AMG C 63 Coupé	early 2016
Mercedes-AMG GT four-door	2017
MG TF replacement	2020
MINI Clubman JCW	2017
Nissan Pulsar Nismo	mid 2016
Peugeot 308 R Hybrid	mid 2016
Peugeot 408 GT	2018
Porsche 718 Boxster	April
Porsche Mission E	2020
Porsche Panamera	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
TVR sports car	2017

Vauxhall 'Tigra' coupé	2019
Volkswagen Golf R400	late 2016
Volkswagen Golf GTI Mk8	2019

#### SUVs

Abarth 500X	2017
Alfa Romeo SUV	late 2016
Aston Martin DBX	2017
Audi Q2	late 2016
Audi Q5	late 2016
Audi Q6	late 2016
Audi Q8	2020
Audi RS Q2	2017
Bentley Bentayga Coupé	late 2016
BMW 1 Series Sport Cross	2017
BMW i5	2017
BMW X2	2017
BMW X3	late 2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	March
DS 3 SUV	2018
Ford Edge	spring
Infiniti QX30	mid 2016
Jaguar F-Pace	April
Jaguar 'Baby' F-Pace	2017
Kia B-SUV	2018
Kia Niro Hybrid	September
Lamborghini Urus	2018
Land Rover Defender	2018
Land Rover Discovery 5	2017
Maserati Levante	summer
Mazda CX-4	late 2016
Mazda large SUV	2017
Mercedes GLC Coupé	June
MG GS	summer
Mitsubishi ASX	spring 2017
Mitsubishi Shogun	2017
Nissan Juke	summer 2018
Peugeot 3008	2017
Porsche Cayenne Coupé	2017
Qoros 2 SUV	mid 2016
Qoros 3 City SUV	2017
Renault Alaskan pick-up	late 2016
Renault seven-seat SUV	2017
Rolls-Royce Cullinan	2018
SEAT SUV	late 2016
Skoda seven-seat SUV	late 2016
Skoda Coupé SUV	2017
Skoda Yeti	2017
Suzuki Ignis	2017
Tesla Model X	summer
Toyota C-HR	summer
Volkswagen Tiguan	April
Volkswagen Golf SUV	2017
Volvo XC40	2017
Volvo XC60	2017

<b>PEOPLE MOVERS</b>	
BMW 2 Series Plug-in	spring
Renault Scenic	late 2016
Vauxhall Zafira	late 2016
<b>CABRIOLETS</b>	
Audi R8 Spyder	May
BMW i8 Spyder	late 2016
BMW M2 Convertible	2017
Ferrari 488 Spider	spring
Fiat 124 Spider	summer
Jaguar XE Convertible	2017
Lamborghini Huracán Spyder	April
Mercedes C-Class Cabriolet	mid 2016
Mercedes S-Class Cabriolet	March
Mercedes SLC	April
MINI Convertible	March
Rolls-Royce Dawn	March
VW Beetle Dune cabriolet	May
<b>LUXURY CARS</b>	
Audi A8	2017
BMW 5 Series	August
Cadillac ELR	mid 2016
Infiniti Q80	2017
Mercedes E-Class	mid 2016
Rolls-Royce Phantom	2017
Volkswagen Phaeton	2018
Volvo S90	summer



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**SUBARU RANGE** Fuel consumption in mpg (l/100km): Urban 25.2-41.5 (11.2-6.8); Extra Urban 40.4-61.4 (7.0-4.6); Combined 33.2-52.3 (8.5-5.4). CO<sub>2</sub> Emissions 197-140 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. \*Subaru Impreza 1.6i RC available from £17,495. Model shown Subaru Outback 2.0D SE Premium Lineartronic. Load carrier and ski carrier are available as optional extras.

<sup>†</sup>Excludes Subaru BRZ.





# Storm Warning

Can Infiniti's new Q30 rain on the executive hatch parade? We test it against rivals from MINI and Volvo

Pictures: Matt Vosper Location: Aldeburgh, Suffolk



**AE** IT'S fair to say that Nissan's luxury division, Infiniti, hasn't had much of an impact on the minds of the British public. Unless you're a fan of Formula One – where Infiniti sponsored the Red Bull team for a few years – it's likely that the firm's range of big executive saloons and SUVs has gone largely unnoticed.

However, its latest model is aiming to raise this profile, and put Infiniti on a level similar to Toyota's luxury brand, Lexus. The new Q30 is a compact executive hatchback that borrows plenty of technology from Nissan, as well as engines from sister firm Renault, and a large chunk of running gear from technology partner Mercedes. In diesel guise, the car aims to combine

low running costs with plenty of kit, so we've lined up a couple of other alternatives to the compact executive hatch that deliver something similar, and give stiff competition to the Infiniti.

The MINI Clubman has enough extra room over the British brand's regular hatch to be a viable alternative in this market, and while it's no real looker, the mix of performance and economy makes it attractive. Volvo's V40 is another efficiency champ with D2 diesel power, while the comfortable cabin and long list of safety kit make the car tempting, too.

The new Infiniti will need to impress in a number of areas if it wants to compete against these strong class contenders.

**"All-new Q30 is aiming to raise Infiniti's profile, putting it on Lexus' level"**



58

**LIVING WITH A...  
VOLVO XC90**

Our Car of the Year joins the fleet, and instantly impresses with its tech.



60

**LIVING WITH A...  
KIA SORENTO**

Our man enlists help of a 'chauffeur' so he can rate SUV's rear seats.

**MINI Cooper D Clubman**

**Price:** £22,245 **Engine:** 2.0-litre 4cyl diesel, 148bhp  
**0-60mph:** 8.8 seconds **Test economy:** 49.7mpg/10.9mpl  
**CO<sub>2</sub>:** 109g/km **Annual road tax:** £20

**Volvo V40 D2 R-Design Lux Nav**

**Price:** £26,120 **Engine:** 2.0-litre 4cyl diesel, 120bhp  
**0-60mph:** 11.3 seconds **Test economy:** 51.5mpg/11.3mpl  
**CO<sub>2</sub>:** 94g/km **Annual road tax:** £0

**Infiniti Q30 1.5d Sport**

**Price:** £26,180 **Engine:** 1.5-litre 4cyl diesel, 108bhp  
**0-60mph:** 11.4 seconds **Test economy:** 47.9mpg/10.5mpl  
**CO<sub>2</sub>:** 109g/km **Annual road tax:** £20



**MODEL TESTED:** Infiniti Q30 1.5d Sport

**PRICE:** £26,180 **ENGINE:** 2.0-litre 4cyl, 108bhp

**AE** THE Infiniti Q30 is referred to as a Premium Active Compact by the luxury brand, but it's essentially an executive hatchback along the same lines as models like the Audi A3 and BMW 1 Series.

In an effort to get the Q30 to market faster, it has taken parts from different sources, including a platform derived from the Mercedes A-Class, and engines developed by Mercedes, Renault and Nissan. Here we test it in 1.5d Sport trim, costing £26,180.

## Styling 4.0/5

THIS new Infiniti model really stands out, especially when compared to the MINI and Volvo here. The basic proportions are similar to the A-Class with which it shares its platform, but while it has the same wheelbase, it's bigger everywhere else.

There are sharp angles and sculpted lines all over, so it's far more dramatic than its rivals. The nose is dominated by a vast mesh grille that drops from the bonnet, while a flash of silver trim on its leading edge connects the small headlamp clusters on either side.

LED headlights are accompanied by distinctive daytime running lights, and the sculpted bonnet lines flow back into sharp creases in the doors. Large wheelarches feature gloss black body extensions, and the edgy shape of the rear windows adds a sporty touch.

At the back, the large spoiler overhangs the rear window, while the slender tail-lights and large diffuser finish off the high-set back end. Overall, the Q30 looks sharp, and is certainly more distinctive than the awkward MINI and restrained Volvo here.

Metallic paint (£670) makes the most of the Q30's angular design, while the car in our pictures is a Sport City Black, with upgraded 19-inch alloy wheels that feature some subtle purple detailing.

Climb aboard, and the Q30's interior has its own share of curves and angles. Sport models feature bucket-style seats with integrated headrests, an Alcantara dashboard and gloss-black trim around the gearlever. But in other areas, Infiniti's part sharing is clear to see. The optional sat-nav is the same as in other Nissan and Infiniti models, and isn't as clear as the MINI's system, while the dials and central trip computer are taken directly from the A-Class, as are the steering wheel and window switches.

The audio buttons and sat-nav control wheel are originally sourced, but lower down, the climate controls are from Mercedes again – even the graphic on the air-recirculation button features a silhouette of an A-Class. In spite of this mish-mash of parts, the Infiniti is well built and feels solidly screwed together, with plenty of kit, too.

## Driving 3.9/5

WHILE the Q30's 1.5-litre diesel is from Renault, Infiniti has given the car plenty of insulation to keep the cabin quiet. The engine is more subtle than the MINI's from outside, too, and the car is quiet when you're on the move. However, with just 108bhp on offer, the Q30 was the slowest car in our tests.

We managed 0-60mph in 11.4 seconds, which was six-tenths faster than Infiniti's claimed 0-62mph time, but the V40 was a tenth ahead, and the MINI was a huge 2.6 seconds quicker. That's no surprise, considering the Clubman is lighter and has 40bhp more power, but the Volvo also pulled out a bigger advantage over the Q30 in-gear.

Yet in isolation, the Infiniti feels responsive, even if it's not the fastest car on the road, and the

### Testers' notes

"On the whole, the Q30 does a pretty good job of hiding its 'parts bin' amalgamation of components. In some ways, Infiniti has pulled off the same trick Renault did with the Kadjar crossover, because rather than having to invest in a new platform, it has simply taken the Mercedes A-Class', spending time and money refining it for Infiniti's own needs. As a result, it delivers a much better ride and handling balance than the original Mercedes."



**James Disdale** Road test editor

positive shift of the manual gearbox means it's not exactly slow, easily keeping pace with traffic.

It's clear that Infiniti has tried hard to make the car more comfortable than the A-Class with which it shares its underpinnings, so on the motorway, it's a refined and relaxing cruiser. The suspension soaks up bumps where the MINI fidgets, even though the Q30 is fitted with large 19-inch wheels, while the low-speed ride is smooth and comfortable.

In corners, the Infiniti is composed, with precise steering and good grip. Plus, body roll is well contained, but the MINI is sharper and more entertaining.

## Ownership 3.9/5

LOW sales volumes mean Infiniti has yet to make an impact on our Driver Power satisfaction survey. There are only 12 dealerships in the UK, but that is expected to change in the coming years, and, taken at face value, it looks as if Infiniti wants to challenge Lexus for a first-rate customer experience.

If your car needs a service, a representative will delivery a courtesy vehicle to you directly, taking yours away for the work. The firm also offers its Touring Assistance service, designed to help you on your way if your car gets into trouble across Europe.

As the Q30 uses proven parts from Nissan, Renault and Mercedes, it's unlikely to suffer any major mechanical defects. What's more, the Infiniti earned a five-star Euro NCAP rating, no doubt helped by its seven airbags, forward collision warning and tyre-pressure monitors. On Premium models with a manual box, you can also add a 360-degree camera, blind spot warning and park assist for £1,300.

## Running costs 3.7/5

AT £26,180, the Q30 1.5d Sport is pricey when compared to the MINI, but you have to add a raft of options to get the Clubman up to the same spec.

The Volvo costs slightly less than the Infiniti, but features sat-nav and DAB radio, which are £1,400 extra on the Q30. Emissions of 109g/km aren't that impressive, either; the far more powerful MINI has the same figure. The V40's emissions come under the magic 100g/km mark, though, so it will be the cheapest car to tax for private and business users.

We returned 47.9mpg on test, but again, that was poorer than either rival, and evidence that you need to work the 1.5 diesel harder to keep pace with these 2.0-litre models. Residual values of 40 per cent are nothing to get excited about, and while service costs are yet to be confirmed by Infiniti, they're unlikely to be able to match MINI's tlc deal.



# Infiniti Q30







**Design**  
SPORTY creases give distinctive look, while LED headlamps are accompanied by sharp running lights. Q30 is refined, too



**CO<sub>2</sub>/tax**  
109g/km  
£20 or 19%



**Practicality**  
Boot (seats up/down)  
430/1,223 litres



**Performance**  
0-60/30-70mph  
11.4/11.9 seconds



**Braking**  
70-0/60-0/30-0mph  
45.3/29.9/8.2m



**Running costs**  
47.9mpg (on test)  
£51 fill-up



**Cabin**  
INTERIOR has a mix of parts from other models, including Nissan sat-nav and A-Class trip computer



## Practicality 3.7/5

THE rear end styling gives the Q30 a relatively high load lip, but there's 430 litres of boot space on offer, which is the most here, and 95 litres up on the Volvo's capacity. Useful features include two moulded bag hooks, 60:40 split folding seats and a ski hatch. Fold the back seats, and there's 1,223 litres of room, which is only slightly behind the MINI.

Access to the back seats is reasonable, and while headroom is good, the large front seats do eat into legroom a little. The dark cabin trim makes it feel cramped, and the middle seat is narrow. Space up front is good, and the sports seats are reasonably comfortable, while cabin storage includes two cup-holders, a decent glovebox and shallow door bins.

## Testers' notes

"Infiniti's dealer network is tiny, with only 12 sites across the country, including just one in Scotland. However, the firm is planning to expand with showrooms in shopping centres, while leaving servicing to the 12 existing sites."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** MINI Cooper D Clubman

**PRICE:** £22,245 **ENGINE:** 2.0-litre 4cyl, 148bhp

**AE** THE second-generation MINI Clubman is bigger than the original car, and now features four passenger doors to go with its barn door-style tailgate. The range currently comprises Cooper, Cooper S, Cooper D and Cooper SD models, while ALL4 four-wheel drive has just been added as an option on S and SD versions. Here we test the Cooper D, which starts from £22,245.

## Styling 3.5/5

MINI as a brand has its own unique design traits, and they are all present and correct on the Clubman. The retro-style details up front are lifted straight from the hatch, so there are large, round headlamps with bright LED running light rings and a distinctive curved grille. But while the conventional three-door MINI incorporates this nose into a neatly proportioned body, the Clubman suffers from the same bulbous awkwardness as the five-door hatch.

There's a longer wheelbase to make room for the extra pair of doors, plus additional metalwork at the back means the Clubman is longer than its siblings. The long, sculpted sides and chunky wheelarches give it a purposeful look, but from some angles, the big shoulder lines and narrow glass area can make the car appear a little dumpy and unbalanced.

Neat details such as the rear lights mounted on the tailgate, smart chrome trim and chunky door handles show that MINI still knows how to design an appealing car. It's just a pity that, in the pursuit of practicality, the brand hasn't given the Clubman a very cohesive shape. Still, this latest version gets two full rear doors instead of the single rear-hinged door on the driver's side that blighted the first generation, although access is a bit tighter than in the Infiniti.

The interior is a big step up in terms of usability and quality, too. The design theme is similar to the exterior, with an oversized central nav display and a colour LED ring around it. Depending on driving mode, this changes colour and shows the engine revs, as well as glowing when the climate control temperature or audio volume are adjusted.

In further MINI style, there's a bank of toggle switches under the ventilation controls and a few in the roof as well. One of these toggles between the different interior light colours, while at night, the illuminated door panels give the heavily sculpted cabin a cool, fun ambience, compared with its conventional competitors. The door mirror puddle lights that show the MINI crest are a nice touch, too.

This is about the limit of equipment, though, and, as is typical for a MINI, options are eye-wateringly expensive. The Cooper D costs £22,245 as standard, but with the extra kit thrown at it, our test car rocketed to £30,160 – way beyond the Q30 Sport.

But for most buyers, the £2,785 Chili Pack is a worthwhile extra, as it adds heated, half-leather seats, parking sensors, LED lights and extended interior lighting among other items. Metallic paint is £515, while the Media Pack is £1,010. This brings upgraded sat-nav, a better Bluetooth set-up and MINI's connected services. You can add even more to that list, with different roof designs, a coloured interior and bonnet stripes (for £100).

## Driving 4.2/5

JUMP behind the wheel of the Clubman, and as soon as you drive off, the standard MINI's DNA shines through. It has the same effervescent character,

### Testers' notes

"The Clubman's barn doors can only be opened and closed in sequence, but at least they can open fully, plus they're small enough that you should be able to access them in most situations. The extra pillar directly in your line of sight through the rear view mirror is a distraction, although it's less of an annoyance than you might expect. But if you put all the rear headrests up, rearward visibility is practically eliminated."



**James Disdale** Road test editor

which eggs you on along twisty roads, with the composed chassis living up to the billing.

Although the firm suspension transmits even small ridges into the cabin, it rounds off big bumps and gives a great connection to the road.

In corners, the MINI darts towards the apex, and is surprisingly agile, although it's prone to torque steer and follows cambers in the road.

The engine matches the chassis' eagerness, and with all that grip, you can really make the most of the 148bhp 2.0-litre turbodiesel. In our tests, the Clubman did 0-60mph in 8.8 seconds – two-tenths down on its quoted time, due to the slippery conditions. Plus, with 330Nm of torque, the car proved its solid in-gear acceleration, taking 7.5 and 10 seconds to cover 50mph-70mph in fifth and sixth respectively. This meant the MINI was well ahead of its rivals, although with 40bhp more than the Infiniti, that's no surprise.

What gives the Clubman a real advantage in this test is how it feels to drive. The positive gearshift, quick steering and taut but composed ride are all a joy to experience, while the Sport mode sharpens the throttle and adds weight to the steering to further heighten the car's responses.

## Ownership 4.0/5

MINI just edged ahead of Volvo in Driver Power 2015, finishing 16th in the makers' chart – one place ahead of the Swedish company. This was a rise of 14 positions for the British brand, while Volvo slipped six places from its 2014 showing. MINI moved up in the dealer standings, too, finishing 12 positions ahead of Volvo.

The Clubman earned a four-star Euro NCAP rating, but while city braking comes as standard, a front passenger airbag cut-off switch is only an option. Isofix mounts and tyre-pressure monitors are standard, while the £810 Driver Assistance Pack fitted here adds adaptive cruise control as well.

## Running costs 3.9/5

THE Clubman is a lot cheaper to buy than the Q30 and V40, but both rivals are far better equipped as standard, and you'll have to upgrade the MINI with some expensive options to match them for spec.

We managed efficiency of 49.7mpg, which was better than the Q30, even though the Clubman has more power. Road tax and CO<sub>2</sub> are identical, and Benefit in Kind costs are lower, although they won't stay that way if company buyers start adding options. The lower list price means it loses less money than its rivals, even with 37.4 per cent residuals, but MINI's five-year tlc servicing deal is great value at £299.



# MINI Clubman







## Boot

BARN door-style opening can hinder rear visibility, but opens to access biggest boot on test. iDrive-style dial accesses raft of cabin functions



# man



**CO<sub>2</sub>/tax**  
109g/km  
£20 or 19%



**Practicality**  
Boot (seats up/down)  
360/1,250 litres



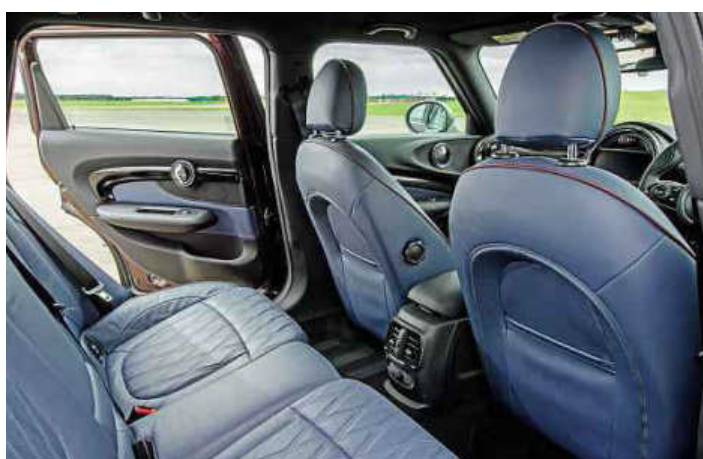
**Performance**  
0-60/30-70mph  
8.8/7.9 seconds



**Braking**  
70-0/60-0/30-0mph  
54.1/32.2/8.3m



**Running costs**  
49.7mpg (on test)  
£49 fill-up



## Interior

CABIN is modern and well made, with traditional MINI styling. Optional extras, such as sat-nav, are expensive



## Practicality 3.8/5

THE extra pair of rear passenger doors makes the Clubman much more practical than its predecessor. However, MINI's kept the 'barn door'-style boot, which means the tailgate is split in the middle. It's a neat design feature, but does hamper rear visibility, plus the 360-litre luggage bay is smaller than rivals'.

If you drop the rear seats, there's a winning 1,250 litres available. Each chair folds separately for added versatility, although the middle seat is small and it will be a squeeze for three adults in the back.

Cabin storage is good, with plenty of cubbies. Yet although the Clubman offers more space than the physically larger V40, it's still not really big enough to be considered a truly practical car.

## Testers' notes

"The tail-lights integrated into the barn doors look neat, but the brake lights are low down, set into the back bumper – drivers following behind may think you've turned on your foglights when they're in use."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Volvo V40 D2 R-Design Lux Nav**PRICE:** £26,120 **ENGINE:** 2.0-litre 4cyl, 120bhp

**AE** THE Volvo V40 has always been an intriguing alternative in the compact executive hatch class, thanks to its unique design, comfortable cabin and raft of safety kit. It was the first car launched after Volvo was taken over by Chinese firm Geely, but still features Ford architecture under the skin. Here we test the efficient D2 model in sporty R-Design trim, while the car in our pictures is a lower-spec SE.

## Styling 4.2/5

THIS new design is a far cry from the boxy Volvos of old, although in this company, it's arguably the most restrained choice. It doesn't have the angular look of the Infiniti, or the retro touches of the MINI, but the sweeping lines and styled windows give it a racy edge. The SE model in our pictures is a bit conservative, but go for R-Design, and you get a sporty bodykit with silver accents and sharp 17-inch alloy wheels.

Volvo's traditional circular badge defines the large front grille, which is flanked by a pair of large xenon headlamps. The nose itself is quite low, and there's a distinctive body line that rises from the front wings, then kicks up on the back doors – a nod to the classic sixties P1800 coupé – and flows into the tail-lights. The rear end features similar styling to the old C30, although the V40 has a small window with gloss-black plastic, instead of a large glass tailgate.

Inside, the dashboard has been designed to follow form over function, paired with high-quality materials and finishes. The cabin is neat and practical, thanks to the upright centre console and set of four rotary controllers, flanking the large keypad and climate buttons. However, the cabin layout takes a bit of getting used to, and when you're on the move, it's easy to confuse the different dials and buttons.

The full-colour TFT dashboard adds a bit of style to proceedings, and can be switched between three different colour schemes, depending on your mood or taste. Standard equipment on R-Design Lux Nav models is good, featuring cruise and climate control, leather, sat-nav and a DAB radio. Plus, the wealth of safety kit included is first-class.

## Driving 3.8/5

WITH only 120bhp on tap, the V40 D2 couldn't match the MINI's performance in our tests, but did manage to stay ahead of the Infiniti. The 2.0-litre diesel also has 280Nm of torque, while shorter ratios helped it pull ahead of the Q30 in-gear. However, slow responses mean the Volvo doesn't have the mid-range punch to execute rapid overtaking manoeuvres like the nimble Clubman.

We only managed 0-60mph in 11.3 seconds, due to wet testing conditions, but this was still a tenth faster than the Q30 – Volvo claims a time of 9.8 seconds for the D2 model in ideal weather.

The diesel is quite rattly and unresponsive when driven from cold, but it smooths out as it warms up, only sounding harsh at maximum revs. However, the gearbox feels slack and slightly vague, and changes don't like to be rushed.

Actually, that just about sums up the V40's character: take it easy, and it's a refined and relaxing car to drive, despite the racy aspirations of R-Design trim. If you want to have some more fun in bends, you're better off with the MINI, as the Volvo feels heavier in corners and there's more body roll, too.

Its platform is developed from that of the second-generation Ford Focus, and there's a hint of

### Testers' notes

"Volvo's advertising campaign for the V40 claims that its suspension has been developed with British roads in mind. But while the R-Design model has a firm ride that delivers a reasonable balance between comfort and handling, the car still feels a little out of its depth on typical British back roads. It's a bit of a shame when you consider that it shares some of its underpinnings with the sharp handling, second-generation Ford Focus."



James Disdale Road test editor

that underneath: the steering lacks feedback, but it's reasonably direct with good front end grip. However, you really shouldn't overlook the Volvo's refinement.

The sports suspension and 17-inch wheels fitted to R-Design models add a firm edge to the car's ride, but it's no worse than the MINI in that regard. The diesel quietens down at motorway speeds, too, and when you factor in the superbly comfortable seats, the V40 is a relaxing and more than capable choice.

## Ownership 4.0/5

THIS is one of the safest cars on the road: the V40 earned the highest percentage scores of any model tested by Euro NCAP when it was rated back in 2012.

As with the Infiniti, there are seven airbags, while other safety kit includes City Braking, active headrests and seatbelt detection on all five seats. You also get a pedestrian airbag, which inflates and pushes the bonnet up to help reduce the risk of injury to a person in the event of a collision. Blind-spot detection and lane keeping assistance can be added as options, too, at £500 and £700 respectively.

Volvo has an upmarket image, but its dealers are failing to impress buyers. The network finished 22nd out of 31 in Driver Power 2015 – way behind MINI's garages, which ranked a strong 10th.

The V40 itself came a more impressive 15th in our top 200, but again, the MINI Clubman edged it in ninth. Still, owners praised the Volvo's comfort, running costs and overall reliability.

## Running costs 4.0/5

A D2 R-Design Lux Nav model costs £26,120, which is £60 less than the Infiniti, although as the name suggests, this spec comes with leather and sat-nav as standard. Navigation is £1,400 on the Infiniti, while full leather isn't available on Sport trim.

It features more kit than the Clubman, too. Adaptive cruise control is part of the £1,900 Driver Support Pack, which also adds blind spot monitoring and high beam assist, while heated seats and windscreen are in the £500 Winter Pack.

If you're a company car buyer, the V40 D2's low 94g/km CO<sub>2</sub> emissions mean you'll pay slightly less in tax than MINI drivers, despite the Volvo's higher list price. Road tax is free for private buyers.

Economy of 51.5mpg on test was the best here, while a 62-litre fuel tank means the V40 has a longer range than either rival, too. Volvo offers fixed-price service plans of varying lengths, although the three-year scheme costs a substantial £821, which is considerably more than MINI's five-year package.

## On the road

VOLVO is a refined car, although it lacks its rivals' power and sporty appeal. Mk2 Focus underpinnings shine through in steering



# Volvo V40



## Practicality 3.3/5

THE Volvo isn't the most practical hatchback: the combination of stylish design and small dimensions means there's only 335 litres of boot space on offer, which is 95 litres behind the Q30. Still, the tailgate opens wide, and you can add an optional 'versatile load floor' for £100; this brings a narrow underfloor storage area.

Getting in the back is tricky due to the sculpted doors and body, while space is also a bit tight. Dark colours and small back windows mean occupants can feel claustrophobic, too, but the seats are comfortable with space for a third adult in the rear. Storage is reasonable, although centre console space isn't great, with just a small area hidden behind the ventilation controls.



**CO<sub>2</sub>/tax**

94g/km

£0 or 16%

**Practicality**

Boot (seats up/down)

335/1,032 litres

**Performance**

0-60/30-70mph

11.3/11.0 seconds

**Braking**

70-0/60-0/30-0mph

45.9/33.6/8.7m

**Running costs**

51.5mpg (on test)

£63 fill-up

# HEAD TO HEAD

## Parts sharing

THE Clubman uses running gear common to BMWs, and the V40 has components developed from the Ford Focus, but the Q30 takes part sharing to another level.

The engine is from Renault, the nav from Nissan, and the platform and climate controls from Mercedes. Even the locking wheel nut key (below) has a Mercedes bag and part number!



## Driver assist

YOU can add blind spot warning, a 360-degree camera and park assist to Q30 Premium models for £1,300. Go for the auto model and it costs £1,800 extra, but also includes adaptive cruise.

Adding this to the Volvo costs £1,900, although on the MINI, it's a more reasonable £810.



## Emissions

THE Volvo is the CO<sub>2</sub> champ, with 94g/km emissions, compared to 109g/km for its rivals. Even upgrading to the more powerful D3, which matches the MINI for power, only raises emissions to 99g/km. Larger wheels on the Q30 don't affect emissions.



## Space

DIMENSIONS mean boot is tight, at just 335 litres, but it's wide. Rear feels smaller due to the dark interior, although it's well finished and scores on kit



## Testers' notes

"Compared to other Volvo models, the V40 R-Design offers pretty good value for money. What's more, you can have it with any engine in the range, from the economical D2 to the racy 245bhp 2.5-litre T5."



**Dean Gibson** Deputy road test ed.



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M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

**MERCEDES-BENZ**  
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A250/C250 » 260 BHP  
A45/CLA45 » 420 BHP  
C300 HYBRID » 285 BHP  
A220CDi/C220CDi/E220CDi » 215 BHP  
C350/CLS350/E350/S350 » 315 BHP  
E400 /C450 » 420+ BHP  
C400 » 400 BHP  
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
S65 (W222) » 780 BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
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996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 315+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 315+ BHP

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FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/SPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP  
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# Figures

MINI Cooper D Clubman



Volvo V40 D2 R-Design Lux Nav



Infiniti Q30 1.5d Sport



On the road price/total as tested	£22,245/£30,160	<b>POOR RESIDUALS</b> THE second-hand market clearly isn't convinced by the Clubman's looks, while adding packs won't boost its value much.	£26,120/£26,120	<b>TAX COSTS</b> LOW emissions mean the V40 is a cheaper company car, despite having a list price nearly £4,000 higher than the MINI's.	£26,180/£29,810	<b>COSTS</b> ACCORDING to our experts, the Q30 will lose more money than either rival, and company car costs are far higher as well.
Residual value (after 3yrs/36,000)	£8,320/ <b>37.4%</b>		£11,780/45.1%		£10,603/40.5%	
Depreciation	£13,925		£14,340		<b>£15,577</b>	
Annual tax liability std/higher rate	£843/£1,686		<b>£834/£1,668</b>		<b>£993/£1,986</b>	
Annual fuel cost (12k/20k miles)	£1,111/£1,851	<b>POWER</b> OUR Cooper D's 2.0-litre diesel packs a punch, and meant the Clubman was the fastest car here by a large margin.	£1,072/£1,787	<b>DRIVER POWER</b> VOLVO ranked on par with MINI in the makers' chart of our satisfaction survey in 2015, but its franchised garages trailed in the dealers' poll.	£1,153/£1,921	<b>SPARE WHEEL</b> THERE'S no spare wheel option, but upgrading to City Black spec adds run-flat tyres.
Ins. group/quote/road tax band/cost	18/£565/B/£20		27/£517/A/£0		14/£434/B/£20	
Cost of 1st/2nd/3rd service	£299 (5yrs/50k)		£821 (3yrs)		TBC	
Length/wheelbase	4,253/2,670mm		4,369/2,647mm		4,425/2,700mm	
Height/width	1,441/1,800mm	<b>INTERVALS</b> AS with all BMW models, the on-board computer will calculate when the MINI needs a service.	1,439/1,857mm	<b>RANGE</b> A 62-litre fuel tank means the V40 can easily travel 700 miles between fills if you return 50mpg, as we did on test.	1,475/1,805mm	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.
Engine	4cyl in-line/1,995cc		4cyl in-line/1,969cc		4cyl in-line/1,461cc	
Peak power/revs	<b>148</b> /4,000 bhp/rpm		120/3,750 bhp/rpm		108/4,000 bhp/rpm	
Peak torque/revs	<b>330</b> /1,750 Nm/rpm		280/1,500 Nm/rpm		260/1,750 Nm/rpm	
Transmission	6-spd man/fwd	<b>OPTIONS</b> SPEND £735 extra, and you can get LED headlights, while the £2,785 Chili Pack bundles them with parking sensors, 17-inch wheels, climate control and more.	6-spd man/fwd	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	6-spd man/fwd	
Fuel tank capacity/spare wheel	48 litres/£120		62 litres/£150		50 litres/repair kit	
Boot capacity (seats up/down)	360/1,250 litres		335/1,032 litres		430/1,223 litres	
Kerbweight/payload/towing weight	1,320/530/1,300kg		1,423/419/1,500kg		1,472/488/1,200kg	
Turning circle	11.0 metres	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	10.8 metres	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	11.4 metres	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (60,000)/3yrs		3yrs (60,000)/3yrs	
Service intervals/UK dealers	Variable/148		12,500 miles (1yr)/109		15,500 miles (1yr)/12	
Driver Power manufacturer/dealer pos.	16th/10th		<b>17th/22nd</b>		N/A	
Euro NCAP: Adult/child/ped./stars	90/68/68/4 (2015)	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	98/75/88/5 (2012)	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	84/86/91/5 (2015)	
0-60/30-70mph	<b>8.8</b> /7.9 secs		11.3/11.0 secs		<b>11.4</b> /11.9 secs	
30-50mph in 3rd/4th	3.8/5.4 secs		4.5/6.9 secs		<b>4.9</b> /7.1 secs	
50-70mph in 5th/6th	7.5/10.0 secs		9.3/12.6 secs		<b>11.4</b> /18.8 secs	
Top speed/rpm at 70mph	132mph/1,950rpm	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	118mph/1,950rpm	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	118mph/1,800rpm	
Braking 70-0/60-0/30-0mph	54.1/32.2/8.3m		45.9/33.6/8.7m		45.3/29.9/8.2m	
Noise outside/idle/30/70mph	70/47/57/67dB		59/42/55/63dB		N/A	
Auto Express econ (mpg/mpl)/range	49.7/10.9/525 miles		51.5/11.3/ <b>702 miles</b>		47.9/10.5/527 miles	
Govt urban/extra-urban/combined	58.9/76.3/68.9mpg	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	68.9/85.6/78.5mpg		58.9/74.3/67.3mpg	
Govt urban/extra-urban/combined	13.0/16.8/15.2mpl		15.2/18.8/17.3mpl		13.0/16.3/14.8mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	152/109g/km/19%		147/94g/km/16%		158/109g/km/19%	
Airbags/Isofix/park sensors/camera	Six/yes/£320/£310	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	Seven/yes/£325/£375	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	Seven/y/rear/ <b>£1,060</b> <sup>^</sup>	
Auto box/stability ctrl/adaptive cruise	£1,595/yes/ <b>£810</b>		£1,485/yes/£1,900		No/yes/no	
Climate control/leather/heated seats	<b>£460</b> /£1,550/ <b>£270</b>		Yes/yes/£350		Yes/no/yes	
Metallic paint/xenon lights/keyless go	£515/ <b>£735</b> */£350		£550/yes/£550		<b>£670</b> /LED/ <b>£1,060</b> <sup>^</sup>	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	<b>ACCELERATION</b> LONG gearing and a low power output meant the Infiniti was left trailing in our tests at the track.	Yes/yes/yes/yes		<b>£1,400</b> <sup>^</sup> /y/ <b>£1,400</b> <sup>^</sup> /y	

## Results

### MINI

LOOK beyond the awkward exterior styling, and the MINI is a great choice for buyers after something different from an executive hatch. There's enough room in the boot for most needs, and the double doors are a novel touch, while the blend of punchy performance, sprightly handling and low running costs makes it hard to beat. Go easy with the options, and it's a great-value package, too.



# 1st

### VOLVO

IF the Clubman is too much of an oddball, the V40 is the go-to choice if you want an alternative to the exec hatch norm. R-Design models look smart, although the pay-off is a firm ride, while the D2 model delivers excellent running costs. Add a comfortable interior, a strong reputation for safety and a long list of standard kit, and the Volvo is still a contender in the class.



# 2nd

### INFINITI

WE had high hopes for the Q30, and overall it's definitely a step in the right direction for Infiniti. It's easily more accomplished than the A-Class on which it's based, as it's reasonably practical and has head-turning looks, too. But there's too much evidence of its 'parts bin' nature inside, while the relatively high emissions and steep price also count against it.



# 3rd

## RIVALS

Other options in this category...

### Lexus CT 200h Sport

PRICE: £25,495 ENGINE: 1.8-litre 4cyl hybrid, 134bhp

PETROL-electric Lexus CT will appeal to company buyers, as it doesn't face the three per cent Benefit in Kind levy of our diesel test trio. It has nav, a sunroof and metallic paint; just don't expect the Sport model to be fun to drive.



### Audi A3 Sportback 2.0 TDI Sport Nav

PRICE: £25,755 ENGINE: 2.0-litre 4cyl, 182bhp

HERE'S proof that the Infiniti faces an uphill battle in the class. The A3 is roomier, sharper to drive, faster and more efficient, yet still undercuts the Q30 Sport. It's not quite as well equipped, but nav, DAB and climate control all feature.







# Size matters

Pictures: Otis Clay Location: Longcross Proving Ground, Chobham, Surrey

As petrol crossovers start to add up, we see if Suzuki's 1.4-litre turbo Vitara S is a better buy than the naturally aspirated 2.0 Mazda CX-3





### Suzuki Vitara S 1.4 Boosterjet AllGrip

**Price:** £20,899

**Engine:** 1.4-litre 4cyl turbo, 138bhp

**0-60mph:** 8.6 seconds

**Test economy:** 33.8mpg/7.4mpl

**CO<sub>2</sub>:** 127g/km **Annual road tax:** £110



### Mazda CX-3 2.0 Sport Nav SkyActiv-G AWD

**Price:** £22,495

**Engine:** 2.0-litre 4cyl, 148bhp

**0-60mph:** 9.1 seconds

**Test economy:** 33.2mpg/7.3mpl

**CO<sub>2</sub>:** 150g/km **Annual road tax:** £145

**AE** PETROL crossovers aren't as popular as their diesel equivalents, but with unleaded now under £1 per litre at the pumps, is it worth considering an alternative to a more expensive diesel compact SUV?

That's what we're aiming to find out here, as the new Suzuki Vitara S offers four-wheel drive and a 1.4 petrol turbo engine to deliver peppy performance without sacrificing running costs.

But do you need a downsized turbo in a supermini-sized SUV? Well, Mazda doesn't think so; its all-wheel-drive petrol CX-3 uses what the company calls a 'right-sized' 2.0-litre naturally aspirated unit.

The Suzuki is more efficient on paper and boasts more standard equipment than the Mazda, yet the CX-3 is more upmarket inside – although you'll have to pay extra for the added luxury. So, it's safe to say we could be in for a very close contest. Read on to find out which of our crossovers offers the better balance of cost, kit, performance and practicality. ➔

**“The Suzuki is more efficient on paper, yet the Mazda is more upmarket inside”**



**MODEL TESTED:** Suzuki Vitara S 1.4 Boosterjet AllGrip

**PRICE:** £20,899 **ENGINE:** 1.4-litre 4cyl, 138bhp

**AE** THE Suzuki Vitara S comes with one engine and in four-wheel-drive guise only, meaning the sole choice you make is between manual and auto boxes. The auto adds an extra £1,350 to the price, but here we test the cheaper £20,899 six-speed manual model.

### Styling 3.7/5

MOST off-roaders have chunky styling cues to reinforce their more rugged potential than a family hatch, and while the standard Vitara's square-set look isn't the most interesting next to more heavily styled rivals, this S model adds a sportier dimension to the design.

Like the regular car, the S gets a grey insert at the base of the front bumper, but thanks to bright LED running lights flanked by some extra black plastic flashes and a sportier chrome grille, it takes on a more aggressive stance from the front.

Our test car's Bright Red paint is standard and contrasts neatly with the black body add-ons, 17-inch gloss-black alloy wheels and satin silver door mirrors. And together with tinted windows and a small rear spoiler, the Suzuki looks more athletic. However, the boxy Vitara appears more utilitarian – like a traditional 4x4 – compared to the sleeker CX-3 crossover. That theme continues inside, as you climb up higher to get in. And when you slam the door shut, the Vitara doesn't feel as solidly built as its rival, while the interior plastics are much harder.

There are no complaints about the list of standard equipment on offer, though, as sat-nav, Bluetooth, DAB, keyless go, LED headlamps, adaptive cruise control, all-round parking sensors and a reversing camera all feature. At £20,899, the Suzuki looks like good value; it's £1,596 cheaper than the Mazda.

Material quality isn't as good as the CX-3's, while the layout focuses more on functionality than design, with a flat dash and upright centre console that houses the touchscreen infotainment system. It works well and is relatively easy to navigate around the menus, but the low-res graphics aren't the most sophisticated, while the glossy screen makes it hard to see in direct sunlight. Another drawback is the lack of a rotary volume control – instead, you have to use the touchscreen buttons, which can be fiddly. Still, there are also handy buttons on the steering wheel.

Red stitching and highlights for the circular air vents and central clock brighten up the cabin, as do the silver plastic flashes running across the dash and down the transmission tunnel. There's a control for the different drive modes behind the gearlever, with Snow, Auto and Sport settings to choose from.

### Driving 3.8/5

THE Suzuki's 1.4-litre engine produces 138bhp, which is 10bhp down on the 2.0-litre Mazda's output. But thanks to the Boosterjet unit's turbo, there's 16Nm more torque on offer, at 220Nm. Plus, it's available lower down, from 1,500rpm.

This made the Vitara the stronger performer at the track, where it completed the 0-60mph sprint in 8.6 seconds – half a second faster than the Mazda – and helped it dominate our in-gear tests. However, the engine's still not perfect.

Throttle response is sharper in Sport mode, but the 1.4-litre sometimes feels inconsistent when you ask for gentle acceleration, as it stutters and then surges. This means it's not that refined around town. The hesitation was intermittent on our test car, but

### Testers' notes

"The Vitara S is a lifestyle-led crossover, so Suzuki offers lots of personalisation options. You can add extra body protection for the load area and a snowboard and ski rack to make the most of the car's practical shape, while there's a tow bar-mounted bike carrier on the options list for £417. The cabin's appearance is also customisable, with different shades for the air vent edgings, dashboard panel and gearlever surround."



James Disdale Road test editor

you can still have fun behind the wheel – push the pedal further, and the engine reacts eagerly, revving harder than its capacity suggests in a 1,210kg SUV.

As the strong unit is housed in an agile chassis, the Vitara S is surprisingly enjoyable to drive. The tall ride height means the car rolls in bends where the lower, firmer CX-3 feels more planted, but there's enough grip to exploit with the light steering.

Suzuki's engineers have taken the best bits of how the Swift supermini handles and tuned the Vitara to feel similar. So despite the car's size, you can lean on it quite hard. It's not as refined as its rival, though, and at low speeds over bad roads, the chassis is harsher. Still, the damping is good enough on most surfaces, with acceptable body control and a smoother high-speed ride, although bumpier tarmac can unsettle the car. These vibrations are transmitted to the cabin, where they rattle the solid plastics and affect refinement.

If you focus on the sharp six-speed manual gearbox, revvy engine and pointy steering, then there's a lot to like about how the Vitara drives and rides. It's a fun, family focused crossover, and the well integrated petrol engine helps here.

### Ownership 3.0/5

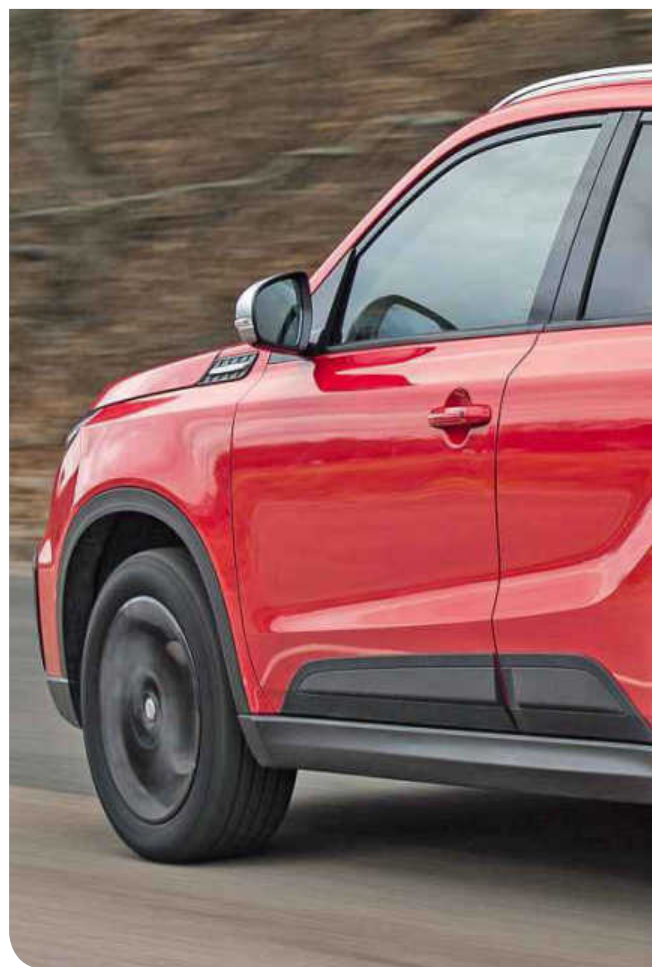
SAFETY is strong, as the Vitara S features seven airbags, ESP, a tyre pressure monitor, adaptive cruise and autonomous braking as standard. All of this helped it achieve a full five-star Euro NCAP crash test rating.

Front and rear parking sensors and a reversing camera reduce the chance of having a bump while manoeuvring and enhance the car's already decent visibility. The firm's reputation in our annual Driver Power satisfaction survey doesn't match the Vitara's strong safety score, though. Suzuki finished way down the order in 31st in 2015's poll, while its dealer network placed dead last, in 31st. However, the brand fared better when it came to reliability, finishing 10th, so the Vitara should at least be dependable.

### Running costs 3.7/5

AT £20,899, the Suzuki is £1,596 cheaper to buy than the Mazda, and with lower CO<sub>2</sub> emissions of 127g/km thanks to its 1.4 turbo, business users will enjoy a 20 per cent Benefit in Kind rate – five per cent lower than the CX-3's. This results in a £562 saving per year if you're taxed at the higher rate.

The Vitara was also marginally more frugal on test, recording 33.8mpg economy at the pumps. It bettered the Mazda by a slim 0.6mpg, which means over 12,000 miles per year, you'll make a meagre £30 fuel saving running the Suzuki.



# Suzuki Vitara

### Sat-nav

NAVIGATION is standard on the Vitara, while different driving modes are available via a rotary controller







## Four-wheel drive

VITARA S is good fun to drive, with the four-wheel-drive system providing plenty of traction. However, the tall ride height means the body has a tendency to roll

# ara S



**CO<sub>2</sub>/tax**  
127g/km  
£110 or 20%



**Practicality**  
Boot (seats up/down)  
375/710 litres



**Performance**  
0-60/30-70mph  
8.6/7.7 seconds



**Braking**  
70-0/60-0/30-0mph  
43.4/31.5/9.8m



**Running costs**  
33.8mpg (on test)  
£48 fill-up



## Interior

CABIN is built for function rather than style, with upright centre console. The 375-litre boot is bigger than CX-3's and rear is more spacious

## Practicality 3.6/5

THE Vitara holds an advantage over the CX-3 when it comes to practicality, with its square roofline ensuring there's plenty of headroom in the rear. Legroom for back seat passengers is better than in the Mazda, too.

The Suzuki's 375-litre boot is a good size and much larger than its rival's 287-litre load bay. You can also extend the available space by folding the rear seats flat. Plus, you shouldn't be put off by the Suzuki's 710-litre capacity, as this figure represents the carrying capacity to the windowline, not the roof.

While the interior may be less stylish, it does offer good storage. There are plenty of places for odds and ends, with decent-sized door bins, two cupholders and a trinket tray in front of the gearlever.

## Testers' notes

"If you want an automatic, it'll have to be the Suzuki, as Mazda only offers the AWD CX-3 petrol with a manual box. The Vitara S auto emits 1g/km more CO<sub>2</sub> than the manual, but the Benefit in Kind rate stays the same."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Mazda CX-3 2.0 Sport Nav SkyActiv-G AWD

**PRICE:** £22,495 **ENGINE:** 2.0-litre 4cyl, 148bhp

**AE** AS diesel 4x4s are more popular than petrol versions in the UK, this 2.0-litre all-wheel-drive Mazda CX-3 is only available in top-spec Sport Nav guise with a six-speed manual gearbox. It's more expensive than the Suzuki Vitara, at £22,495, but is it worth the extra outlay?

## Styling 4.0/5

THE CX-3 is a much sleeker crossover than the Vitara, with a coupé-like appearance thanks to the flowing roofline and narrower window opening. It also marries this sporty appearance with a few off-road styling cues, combining 18-inch gunmetal alloy wheels and more sculpted doors with black plastic wheelarches and deep side sills.

The large grille gives the CX-3 a striking look from the front, while it's flanked by a pair of narrow headlamps with two creases flowing back across the bonnet towards the base of the windscreen pillars. These creases also arc back down the doors, while a second pair of styling lines crossing on the car's sides accentuate the rear haunches. The window line and roofline converge towards the rear of the car, which gives a sportier look yet reduces visibility.

Like the Suzuki, the Mazda gets a stubby rear spoiler, but thanks to the shallow rear window, heavily styled tail-lights and sculpted bumper, the CX-3 looks more dynamic than the plain, square design to the Suzuki's rear. Inside, the CX-3 feels more special, too. Our test car was fitted with the £800 half stone leather upholstery, which contrasted nicely with the £660 Soul Red metallic paint.

While some of the plastics on the dashboard feel solid, the areas closer to passengers are covered in softer leather. Together with the flashes of cream and red leather – plus the knurled rotary controls for the ventilation and multimedia system – the CX-3's cabin feels a lot more tactile than the Vitara's.

On our range-topping Sport Nav test car, sat-nav, DAB, LED headlamps, Bluetooth connectivity, cruise control, keyless go and a reversing camera all come as standard. However, unlike the Vitara, you don't get adaptive cruise control, while parking sensors only feature at the rear, rather than at the front as well.

It's still an impressive tally of equipment, plus the Mazda's infotainment system is easier to use than the Suzuki's – partly due to the positioning of the screen higher up in your eye line, mounted on the dashboard. The CX-3 is 10cm longer but 1cm narrower than the Vitara, and while the Mazda's sportier design might reduce cabin space slightly, it feels much smarter inside.

## Driving 3.8/5

MAZDA is known for its models' sporty driving dynamics, and the CX-3 doesn't disappoint. The damping is firmer than the Suzuki's and the steering is heavier, but there's even more precision, which allows you to make the most of the extra grip on offer. It's pleasantly surprising how hard you can lean on the chassis, as the impressive body control means the car remains composed and corners flatter and harder than the Vitara.

Compact crossovers like these won't be driven hard too often, but the Mazda's silkier damping ensures it rides more sweetly more of the time – absorbing poor surfaces better and rounding harsh edges off bumps. The sporty set-up also means imperfections aren't entirely filtered

### Testers' notes

"If you're worried about the CX-3's safety rating, you can improve protection levels with Mazda's £350 Safety Pack. This adds High Beam Control, blind spot monitoring and rear cross traffic alert, which warns you of cars passing behind when you're backing out of a parking space. Apart from leather trim and the different paint colours, this is the only option on the top-spec Sport Nav car we tested."



James Disdale Road test editor

out, so you will feel some body movement over bad roads, but the controlled ride is still comfortable.

As the CX-3 lacks the turbocharged torque of its rival, you have to rev the 2.0-litre naturally aspirated engine hard to extract the best possible performance. Push the revs hard, however, and the motor starts to feel coarse, hampering refinement. The Mazda might boast more power than the Suzuki, but despite its shorter gearing, the CX-3 trailed the Vitara for acceleration in every gear and was 3.6 seconds slower from 50-70mph in sixth.

However, the car keeps you very much involved on the move, proving you don't have to make massive dynamic sacrifices when buying a crossover. The six-speed manual gearbox is perfectly weighted and lovely to use, while the precise steering inspires plenty of confidence on twisting country roads.

## Ownership 3.1/5

AUTONOMOUS braking, lane departure warning, six airbags, a tyre pressure monitor and ESP all come as standard on the CX-3, but despite this plethora of safety kit, the car was only awarded four stars in Euro NCAP's crash tests. However, Mazda's performance in our Driver Power 2015 satisfaction survey was much better than Suzuki's. The brand finished in ninth place, while its dealers came 15th.

The CX-3 also benefits from three years' roadside recovery, whereas the Vitara S only comes with one year's cover. But with identical 12,500-mile service intervals, routine maintenance costs will be similar.

## Running costs 3.4/5

BOTH manufacturers offer a useful three-year servicing pack, which will help save a little extra cash compared to paying for each service individually. Mazda's offering is the cheaper of the two, at £18 per month, but you won't pay too much more for the Suzuki's three-year deal, which costs £18.99 per month.

Our experts predict the CX-3 will claw back more ground when it comes to residual values. The car is expected to hold on to 40.5 per cent of its original list price after three years, whereas the Vitara S is predicted to retain just 34.6 per cent. It's no surprise petrol-powered four-wheel-drive crossovers experience hefty depreciation, but the Suzuki's predicted values are particularly poor.

The Mazda is rated three insurance groups higher than its rival, in Group 19, so it will cost £73 more for our sample driver to insure annually, at £444, although both cars offer reasonably priced cover.



# Mazda CX-



## Practicality 3.2/5

THE reason for the CX-3's limited load space with the rear seats up is our Sport Nav model's Bose stereo, which features a subwoofer mounted under the boot floor. It reduces volume from a more competitive 350 litres on other trim levels to just 287 litres, which is less than some superminis. It also means there's not as much underfloor storage as in the Vitara, while the narrower boot opening makes loading bulkier items more difficult, too.

However, the upmarket interior is comfier and more refined – as long as you don't rev the engine too hard. Storage is a match for the Suzuki, with two cup-holders and a further tray behind the handbrake, which features a divider to hold your smartphone.



**CO<sub>2</sub>/tax**150g/km  
£145 or 25%**Practicality**Boot (seats up/down)  
287/1,197 litres**Performance**0-60/30-70mph  
9.1/8.0 seconds**Braking**70-0/60-0/30-0mph  
48.5/34.3/9.3m**Running costs**33.2mpg (on test)  
£45 fill-up**Handling**

ACCURATE, well weighted steering makes CX-3 a joy to drive down a twisting back road, while excellent damping keeps car composed

**HEAD TO HEAD****Engines**

MAZDA claims it doesn't need turbos to hit efficiency and power targets. Instead, it uses 'right-sized' engines that deliver suitable performance for the size of the car without adding the complexity or cost of a turbo.

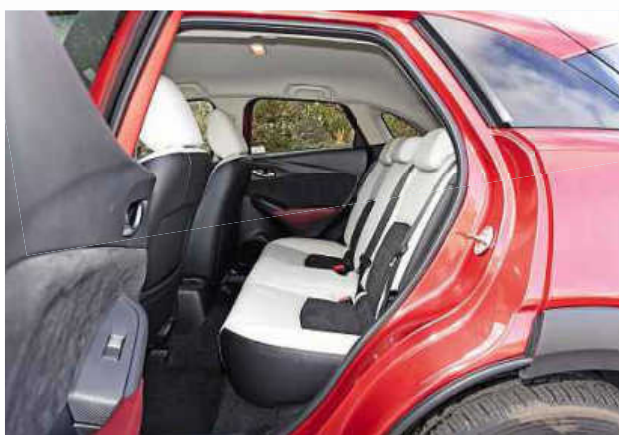
However, the 2.0 petrol here can't match the Suzuki's 1.4 turbo in terms of performance, fuel economy and CO<sub>2</sub> emissions.

**Technology**

DESPITE being the cheaper car, the Vitara has more tech. Keyless go, a reversing camera (below) and LED headlamps feature on both to make day-to-day life easier, but while you can't get heated seats on the Suzuki, its adaptive cruise control might be a bigger bonus for some.

**Off-road ability**

BOTH cars feature four-wheel drive, but the Suzuki S has more off-road prowess, with a locking diff for extra traction on slippery surfaces and hill descent control. The rear diff hangs lower than the Mazda's, though, thus reducing ground clearance.

**Interior**

HEAD-up display is an upmarket touch, while 18-inch gunmetal alloys add a sporty feel. Boot is tighter than Vitara's, yet cabin is classier

**Testers' notes**

"It's obvious that the CX-3 shares similar DNA to the Mazda MX-5. The positive gearshift, well weighted, accurate steering and plush damping highlight just how good a crossover can be to drive."

**Sean Carson** Senior road tester



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# Figures

**Suzuki Vitara S**  
**1.4 Boosterjet**  
**AllGrip**

**Mazda CX-3**  
**2.0 Sport Nav**  
**SkyActiv-G AWD**


On-the-road price/total as tested	£20,899/£20,899	<b>RESIDUALS</b>	£22,495/£23,995
Residual value (after 3yrs/30,000)	<b>£7,225/34.6%</b>	PETROL-powered crossovers won't hang on to much value, but the Suzuki's predicted residuals are particularly poor.	£9,099/40.5%
Depreciation	£13,674		£13,396
Annual tax liability std/higher rate	£833/£1,668		£1,114/£2,230
Annual fuel cost (12k/20k miles)	£1,651/£2,751		£1,681
Ins. group/quote/road tax band/cost	16/£371/D/£110		19/£444/F/£145
Servicing costs	<b>£18.99pm (3yrs)</b>		£18pm (3yrs)
Length/wheelbase	4,175/2,500mm	<b>SERVICING PACK</b>	4,275/2,570mm
Height/width	1,610/1,775mm	THERE'S not much to split our two contenders when it comes to routine maintenance. You'll save just £1 per month over three years with Mazda's offering.	1,535/1,765mm
Engine	4cyl in-line/1,373cc		4cyl in-line/1,998cc
Peak power	138/5,500 bhp/rpm		148/6,000 bhp/rpm
Peak torque	220/1,500 Nm/rpm		204/2,800 Nm/rpm
Transmission	6-spd man/4wd		6-spd man/4wd
Fuel tank capacity/spare wheel	47 litres/repair kit		44 litres/repair kit
Boot capacity (seats up/down)	375/710 litres		<b>287/1,197 litres</b>
Kerbweight/payload/towing weight	1,210/520/1,200kg		1,235/600/1,200kg
Turning circle	10.4 metres		11.4 metres
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		3yrs (60,000)/3yrs
Service intervals/UK dealers	12,500 miles (1yr)/149		12,500 miles (1yr)/170
Driver Power manufacturer/dealer pos.	31st/31st		9th/15th
NCAP: Adult/child/ped./assist/stars	89/85/76/75/5	<b>PERFORMANCE</b>	<b>85/79/84/64/4</b>
		THE Vitara S was a strong performer, completing the 0-60mph sprint 1.6 seconds faster than Suzuki claims.	
0-60/30-70mph	<b>8.6/7.7 secs</b>		9.1/8.0 secs
30-50mph in 3rd/4th	3.6/5.3 secs		4.4/6.1 secs
50-70mph in 5th/6th	6.7/8.6 secs		8.1/12.2 secs
Top speed/rpm at 70mph	124mph/2,500rpm		124mph/2,750rpm
Braking 70-0/60-0/30-0mph	43.4/31.5/9.8m		48.5/34.3/9.3m
Noise levels outside/idle/30/70mph	70/52/65/72dB		52/68/62/71dB
Auto Express econ (mpg/mpl)/range	33.8/7.4/349 miles		33.2/7.3/321 miles
Govt urban/extra-urban/combined	44.8/56.5/52.3mpg	<b>STANDARD KIT</b>	34.9/51.4/44.1mpg
Govt urban/extra-urban/combined	9.9/12.4/11.5mpl	SUZUKI has thrown lots of kit at the Vitara S, with big car features like adaptive cruise, autonomous braking and a reversing camera all fitted.	7.7/11.3/9.7mpl
Actual/claimed CO <sub>2</sub> /tax bracket	193/127g/km/20%		197/ <b>150g/km/25%</b>
Airbags/Isofix/park sensors/camera	Seven/yes/yes/yes		Six/yes/rear/yes
Auto box/stability/cruise control/AEB*	£1,350/y/ <b>adaptive</b> /y		No/yes/yes/yes
Climate control/leather/heated seats	Yes/no/no		Yes/ <b>£800</b> (half)/yes
Metallic paint/LED lights/keyless go	<b>£430</b> /yes/yes		<b>£660</b> <sup>^</sup> /yes/yes
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

SUZUKI is known for its attractive offers, with the brand serving up decent cash discounts and good-value finance deals.

Although it's new, the Vitara S is available through Suzuki for an affordable £245 per month, based on a 49-month contract. You'll have to put down £2,909 initially, while the final balloon payment stands at £7,743. But with interest at 2.9 per cent APR, it's a cheap way of getting into a smart crossover – just watch the 6,000-mile annual limit.

As the four-wheel-drive petrol CX-3 won't be the most popular model in the range, Mazda isn't doing any deals on this 2.0-litre AWD version. However, we found a £1,657 discount on the top-spec 2.0 Sport Nav AWD model at [buyacar.co.uk](http://buyacar.co.uk), cutting the price to £20,838.

There's an even better deal for finance buyers, as the firm will give you a £1,500 deposit contribution, taking the total price you'll pay down to £19,338.

That's based on a 36-month contract at 3.9 per cent APR, and with no minimum deposit, you can choose the level of your monthly repayments.

## Results

### SUZUKI

NEITHER car makes a solid case over its diesel counterpart, but the Vitara S is the better petrol crossover. It's cheaper to buy and run thanks to its more efficient turbo engine, while you get more standard equipment for your money, too. The Vitara S also handles sweetly and is more practical than the Mazda, making it a better all-rounder.



# 1st

### MAZDA

EVEN though the Mazda feels more upmarket inside, its cabin isn't as functional as the Vitara's. With four-wheel drive and petrol engines, neither car is an eco champ, but the Mazda's much higher CO<sub>2</sub> emissions inflate running costs, which is why it finishes second here. We'd save some money and go for the two-wheel-drive 1.5 diesel instead.



# 2nd

## SAME PRICE

Other options for similar money...

**NEW:** Subaru XV 2.0i SE  
**PRICE:** £21,995 **ENGINE:** 2.0-litre 4cyl, 148bhp

THERE aren't many petrol crossovers to choose from, but Subaru has just updated its XV for 2016. However, the entry-level SE is pricier than the Vitara, isn't as well equipped and emits 160g/km of CO<sub>2</sub> – so will be more costly to run.



**USED:** Skoda Yeti Outdoor 1.4 TSI 150 L&K 4x4  
**PRICE:** £22,495 **ENGINE:** 1.4-litre 4cyl, 148bhp

FOR the same price as the Mazda, you could get a used Skoda Yeti Outdoor, which is better off-road and more practical. We found a 2015 top-spec Laurin & Klement model with 3,000 miles on the clock for just over £22,000.







# Volvo XC90

**FIRST REPORT** Classy, tech-laden SUV is our reigning Car of the Year, and now it joins our fleet



**Steve Fowler**  
Steve\_Fowler@dennis.co.uk

**AE** IT'S pretty rare for my family to make too many comments about my cars, but our Volvo XC90 seems to be something of an exception. It took a matter of days for them to fall in love with it – and if my hard-to-please bunch are impressed, it must be good.

Last year we named the XC90 Car of the Year, and the attributes that won it that accolade are exactly what are impressing the Fowler family: it's a comfortable, spacious, stylish, safe and tech-laden SUV. So over the next 12 months, I'll be finding out if our admiration for the car is long lasting.

We started out at Volvo West London, where Alasdair Jakes gave me an expert rundown on the myriad features of the XC90. Volvo dealers haven't done especially well in our Driver Power survey, coming 22nd last year, and I left feeling that facilities needed an upgrade if Volvo is to compete with more established premium brands.

For example, Volvo West London does its new car handovers in the car park – a world away from the drama of some in-showroom handovers, like the one

experienced by road test editor James Disdale when he picked up our new Land Rover Discovery Sport last week (Issue 1,409).

My XC90 is a top-spec Inscription model fitted with a host of luxury and safety options, pushing the price up from £50,685 to £68,200. The fact that you can spend that amount on extras shows how Volvo is following the lead of other premium brands, but many of the options are things some rivals don't offer.

As a tech fan, I had to have Apple CarPlay, self-parking, a head-up display and Queue Assist, which will drive the car itself in stop-start traffic up to 30mph. My car also has adaptive cruise control, which I'm using more than I thought I would – it makes life so easy, not only on the motorway, but as the traffic ebbs and flows on my daily commute, too.

Another thing my family has commented on is the audio system made by British hi-fi expert Bowers & Wilkins. I'm a bit of an audio nerd, yet my family has never commented on the quality of an in-car sound system before. However, they're really impressed by the sound quality on offer, whatever we're

listening to. And it's easy to operate via the superb touchscreen system, too.

I also opted for air-suspension, which smooths out the ride. It's not Range Rover smooth, but pretty good nonetheless. And having run Range Rovers in the past, I can confirm the Volvo matches the far pricier Brit on interior quality and beats it on tech.

Having seven seats is a real bonus for a family of five, especially with enough space for the kids not to moan if they're asked to sit in row three. With my 15-year-old boys now six feet two tall, the excellent space in row two is more important, leaving Leia the Labrador plenty of room in the boot.

Two areas I'm not so chuffed with are the fuel economy – a disappointing 31.9mpg so far from the 2.0-litre diesel – and noise from the 20-inch Continental tyres. Volvo should consider alternatives with sound-deadening Conti Silent tech, as this is something other owners have mentioned to me, too.

Even so, the year ahead is looking good for life with the XC90. It's proving a very easy car to live with, and a very easy car to love.

**Optional air-suspension gives the XC90 an ultra-smooth ride, but tyre roar is an issue**







"Volvo matches a Range Rover for cabin quality and beats it on tech"



**CO<sub>2</sub>/tax**  
152g/km  
£180 or 28%



**Practicality**  
Boot (7/5/2 seats)  
451/1,102/1,951 litres



**Running costs**  
31.9mpg (on test)  
£72 fill-up



Dash looks simple and feels classy; tablet-style touchscreen is easy to use



Volvo West London's Alasdair Jakes helps our man set up phone connectivity; if only the dealership had more of a premium feel



## Second opinion

"The XC90's real appeal is how it blends all the elements you want from a family car so deftly. We love the styling and interior quality, and it clearly moves Volvo into the big league. The brand has a traditional focus on safety, too, and we've already experienced the benefits since welcoming the SUV on to our fleet. Queue Assist is Volvo's first attempt at autonomous tech, and while it needs some finessing, the Intellisafe pro option adds real peace of mind."



**James Disdale** Road test editor

Olis Clay

## Essentials

### Volvo XC90 Inscription

<b>On fleet since:</b>	December 2015
<b>Price new:</b>	£50,685
<b>Engine:</b>	2.0-litre 4cyl, 222bhp
<b>CO<sub>2</sub>/tax:</b>	152g/km/£180
<b>Options:</b>	Intellisafe pro pack (£1,500), Winter pack with head-up display (£1,175), Family pack (£275), Seven seat comfort pack (£900), Xenium pack (£2,000), Premium metallic (£1,000), Air Suspension (£2,150), Apple CarPlay (£300), Sensus Connect with Bowers & Wilkins Audio (£3,000)
<b>Insurance*:</b>	Group: 34 Quote: £916
<b>Mileage/mpg:</b>	3,764/31.9mpg
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Rearmost seats offer plenty of space for adults, and even with them in place there's a reasonable-sized boot complete with an underfloor cubbyhole



**WE DON'T** There isn't much not to like, as there's masses of room with all the seats flat and loads of kit. But the tyres are a little noisy and fuel economy could be better



## Verdict

SO far, the XC90 is delivering an everyday driving experience that's worthy of an Auto Express Car of the Year. It looks good, is spacious and comfortable, loaded with kit, and it's proving to be a great family car. Here's hoping that fuel economy improves over time.







**Graham Hope**

Graham\_Hope@dennis.co.uk

**AE** OUR Kia Sorento has sparked a lot of interest among family and friends since I started running it late last year. And one of the questions I'm asked most frequently regards just how spacious the rear seats are.

It's understandable, really; if you're in the market for a seven-seat SUV, it's important to know the two at the back are suitable for more than occasional use.

Of course, because I spend virtually all my time at the wheel, I've never been best placed to answer these queries. So it was with this in mind that I engaged senior road tester Sean Carson as my chauffeur for the day as I took my place in one of the back seats – and I was pleasantly surprised.

Firstly, getting in proved straightforward, even for a gangly type like myself. Just raise a lever to drop the middle seatback, slide it as far forward as it will go, and it's a simple task to step in and take your place.

Once in, there's adequate headroom, even for six-footers – unless your hair goes a bit bouffant, as mine did on the windy day of our photoshoot. Legroom is a little tighter, admittedly, but I was able to get acceptably comfortable with a six-footer in front of me. A nine-hour trip back to my home in Scotland might have tested my resolve, but for a couple of hours or so, it's fine.

And, of course, with those middle seats sliding forward, there's always the potential to create more space. The small windows don't exactly create an airy ambience, but an individual air-con control and a pair of vents ensure rear occupants will remain chilled even if it gets slightly claustrophobic.

Don't need the rearmost seats? Folding them is a doddle. Simply pull a strap on the back and they topple down instantly, freeing up a generous 605-litre boot. Tugging on the same strap lifts the seats back into place again.

And it's this ease of use that marks out the whole Sorento experience, particularly from the seat I'm most used to, the driver's. The six-speed auto takes the strain out of long-haul journeys and short commutes alike, while the 2.2-litre diesel has more than enough power for swift progress on motorways.

Our KX-3's eight-inch touchscreen sat-nav couldn't be simpler to programme or use and provides clear, detailed mapping, while the infotainment functions are logically labelled and swapping between DAB and tunes from my iPhone requires just the press of a button.

In short, I've been hugely impressed with the Sorento so far. And when you take into account the fact it's backed up by a seven-year warranty, it's well worth a look if you're considering a big SUV – no matter which seats you intend spending time in.

**“The six-speed auto box takes the strain out of long-haul journeys and short commutes alike”**



**“It's important to know that SUV's rearmost seats are suitable for more than just occasional use”**

# Kia Sorento

**SECOND REPORT** Our man gets a lift to test SUV's seven-seat capability



## PRACTICALITY

Pulling on lever on the back of the rearmost seats folds them flat or raises them. Boot capacity with the seats upright is 142 litres



## Second opinion

“I'm always impressed by how slick the Kia is to drive. It's comfortable and surprisingly agile for such a big car, but the real draw is how it combines this effortless everyday ability with an upmarket, spacious cabin. It gives the Kia incredible flexibility.”



**Sean Carson**  
Senior road tester





**Practicality**  
Boot (7/5/2 seats)  
142/605/1,662 litres



**Running costs**  
31.4mpg (on test)  
£78 fill-up



#### NEED TO KNOW

Although it's a seven-seater, the middle seat in middle row is narrower than the two outer ones

## Essentials

### Kia Sorento 2.2 CRDi KX-3 Auto AWD

<b>On fleet since:</b>	September 2015
<b>Price new:</b>	£37,600
<b>Engine:</b>	2.2-litre 4cyl, 197bhp
<b>CO<sub>2</sub>/tax:</b>	174g/km/£205
<b>Options:</b>	Metallic paint (£575)
<b>Insurance*:</b>	Group: 26 Quote: £731
<b>Mileage/mpg:</b>	5,522/31.4mpg
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



Otis Clay



**WE LIKE** Every Sorento comes with LED daytime running lights. KX-3 has eight-inch touchscreen, although black leather can make the cabin feel a little bit dark



**WE DON'T** Parking sensors automatically activate in reverse, but if you're nosing into a bay in a multi-storey, you have to press this button. Forget and you're in trouble



## Verdict

SOME might balk at the prospect of paying nearly £40,000 for a Kia, but they should put any preconceptions aside. The Sorento is a spacious seven-seater that is attractively styled, easy to drive and with a genuinely upmarket feel inside. It's one of the best SUVs on sale today.



## Fleetwatch



The Toyota suffers with bad ventilation and heating, meaning our frosted windows took far longer to de-ice than other cars

### Toyota Verso

FORGET speed cameras, potholes and the Chancellor of the Exchequer – early morning frost is the UK motorist's real nemesis. At least, that's how it's felt to us when faced with our ice-encrusted Verso at silly o'clock in the morning in recent winter weeks.

The Toyota's classic MPV design might be great at producing a light, roomy feel in the cabin, but all that glass takes a whole lot of scraping before you can get moving on a frosty morning. The situation isn't helped by the Verso's ineffective heater and a diesel engine that doesn't seem to warm up very quickly – if only there was a heated windscreen.

These ice issues aside, this comfy cruiser continues to impress with its toughness and simplicity, but the general blandness makes it a hard car to love. Fuel economy refuses to edge out of the 42-45mpg zone, almost regardless of where or how you drive the car, although that could certainly be worse. On the plus side, the thoughtfully designed cabin has a plentiful supply of passenger and storage space.



### Renault Twingo

THIS week, we say farewell to our Renault Twingo. The little city car is a regular on urban streets, but a few longer journeys in the past few months have added on 900 miles, taking the car past the 12,000-mile service mark.

We took the Twingo to Renault Autopoint in Walthamstow, East London for its service, hopeful that the dealer could rectify some of the issues we'd been having with the car.

Unfortunately, a software update failed to sort the tyre pressure gauge glitch reported in Issue 1,402. Autopoint did managed to sort a Bluetooth pairing issue, but in reality it is still too noisy to use on account of the canvas roof.

The service came to £166, but life with the Twingo remained anything but easy. Post-service issues included a cruise-control button that had given up the ghost and steering wheel controls that set the speed limiter rather than the radio volume, while the clutch, steering and brakes still felt past their best. It's a huge shame, as these issues really took the edge off our time with this cute city car.

## Our fleet INDEX

#### Audi RS3 Sportback

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#### Caterham Seven 270S

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#### Fiat 500X

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#### Ford S-MAX

New arrival

#### Honda Civic Type R

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#### Honda CR-V

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#### Kia Sorento

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New arrival

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#### Suzuki Vitara

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#### Toyota Verso

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#### Volvo XC90

New arrival



We've told you about our cars  
Now tell us about yours  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



# The bar just got raised

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**THE SUNDAY TIMES**

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 **THIS WEEK'S  
HOT KIT**

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With AlcoSense's Patent Pending technology, it's also feature-rich and unbelievably easy to use. Travelling cross-border? Just select the country/region from the menu and the Pro does the rest. Curious how long it will take until you're sober? The Pro will tell you. Blow incorrectly during a breath test, BlowCoach™ gives you real-time feedback and tells you exactly how to correct it.

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## THIS WEEK'S HOT KIT



## SIMPLE CHANGE MAKES YOUR CAR A MEDIA STAR

### NEW PRODUCT

#### Connects2 Adaptiv Multimedia

Price: From £599

Contact: 0121 522 0000, [www.adaptiv-multimedia.com](http://www.adaptiv-multimedia.com)

IN-car multimedia specialist Connects2 has launched a new range to let motorists upgrade their existing set-up. Adaptiv is a plug and play solution that can be installed within an hour by a professional. And if your car doesn't have a touchscreen, the options include a touchpad that sits in your cup-holder to give fingertip control over your infotainment display.

The hardware and software upgrades allow you to add more sophisticated navigation, Bluetooth, and iPhone, iPad, USB and Aux support. Other options include compatibility with an aftermarket reversing camera, plus DAB and TV tuners.

At the heart of the Adaptiv system is a 12V black box. Crucially, as installation doesn't interfere with the car's existing wiring, owners needn't worry about voiding their warranty.

The set-up currently works in VW Group and PSA Peugeot-Citroen cars, plus Mercedes and BMWs, with Connects2 looking to expand.



**UPGRADE** Plug and play Adaptiv multimedia set-up adds features like sat-nav. It works with the existing hardware in models like A-Class



## Cat Dow

### Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer



### Q How do I keep alloys' shine?

I HAVE trouble keeping the wheels on my Mazda 3 clean. It appears to be baked-on brake dust which looks like tar spots. While I regularly use a good cleaner, the results never last. What should I do to sort this out?  
Alan Dumbarton, E-mail

**A** TRY applying a wheel sealant. We tested these in Issue 1,378 (above), and Armor All's Shield for Wheels was the best performer, slowing grime build-up. You apply it after cleaning, then leave it to dry for an hour. Plus, you'll find cleaning easier in future. A 300ml bottle is £7.99.

### Q Headlight upgrade query

CAN I replace the ordinary H7 halogen headlight bulbs in my 2007 Mercedes A180 with Ring Automotive's Xenon130? Is it possible to use the bulbs for both my dipped and main beam fitments?  
Eduardo de Jesus, E-mail

**A** WE contacted Ring, and it told us you'll be able to install Xenon130 H7s to both fitments within the headlamp without any problem. These performance bulbs should make you safer on the road, as they'll dramatically improve your visibility at night.

### Q Beating Alcantara bobbles

MY Alcantara seats have become really bobbly and make the inside of the car look untidy. Is there anything I can do about this? Would a fabric shaver be suitable?  
Abigail Hewlett, E-mail

**A** IT depends how it looks. If the bobbles are on the surface, you can use a leather sanding pad to take them off. But if it's streaky and embedded into the fibres, using a pad may make it look worse; to get the car back to a satisfactory standard in this instance, you may need to consider getting it reupholstered.





## POWERFUL CAR CARE KIT AT THE DOUBLE

### NEW PRODUCT

#### Kärcher K4 Full Control Pressure Washer and Tough Vac

Prices: £219.99 (K4); £116.99 (vac)

Contact: 01295 752 000, [www.karcher.co.uk](http://www.karcher.co.uk)

FOR 2016, Kärcher has made some changes to its line-up of pressure washers, including the addition of a new Full Control setting – which debuts on the K4 model.

The portable washer is perfect for blasting away grime from your car, as well as a range of other outdoor tasks, and a useful LED display is built into the trigger. This shows a series of icons, demonstrating the best setting for each job, in order to ensure you don't damage your paintwork or components with too high a pressure.

Also new is the Tough Vac, which is ideal for motorists wanting to tackle filthy cars. It'll vacuum anything you

can throw at it; on a Kärcher demonstration, it picked up everything from screws to stones and even water.

Not only was the suction impressive, it has a blowing function and comes with a long hose and power cable, plus a narrow nozzle attachment to get into those hard-to-reach areas of the cabin. The 17-litre tank can be lined to reduce the maintenance and it comes with six paper bags, which Kärcher says should last most users around a year.

Both products feature durable 1,000W motors that are built to withstand rough use, but they also have two-year warranties for peace of mind.



## news, deals & events



### Wear a piece of an Aston racing legend

THESE stylish new cufflinks (above) are handcrafted from one of Aston Martin's greatest-ever racers: the Le Mans 24 Hours-winning DBR1/2.

They'll be limited to just 50 pairs, with each cufflink made using metal from the fifties car. This is combined with 18-carat gold and sterling silver.

Made in England, each set comes with a certificate of authenticity signed by the late Carroll Shelby, who drove the car to victory. But the Essence of Form LM cufflinks don't come cheap, at £895, from [www.tmbartmetal.com](http://www.tmbartmetal.com).

### Bid to cut out poor-quality part-worns

WITH 10 million UK drivers estimated to be driving on illegal rubber, the Tyre Recovery Association (TRA) is rewriting the guidelines on the assessment and sales of part-worns.

In a bid to give consumers the confidence to buy safe and legal tyres, the TRA will issue a detailed list of standards to its members.

Research suggests 98 per cent of part-worn tyres currently being sold fail to meet basic regulations, and the TRA hopes the new standards will help to address this worrying statistic.

### First meeting of the year for Honda fans

HONDA tuner 6TWO1's first meeting of 2016 takes place on 13 March. And there's plenty of space for parking at the 6TWO1 Speedstore on an urban industrial estate in Colchester, Essex.

Hot food and music will add to the atmosphere at this laid-back car meet for Honda fans.

The gathering starts at 12pm with the shop open from 2pm. Entry is free. E-mail [adam@6two1.com](mailto:adam@6two1.com) for details.

Know an event coming soon?  
Contact Cat\_Dow@dennis.co.uk

### FIRST TEST

#### Nodus Shell Case for Apple iPhone

Price: £49.99 Rating: ★★ ★

Contact: [www.thenoduscollection.com](http://www.thenoduscollection.com)

IN-car phone holders are normally bulky, ugly pieces of plastic, but Nodus has developed a stylish new magnet-based solution for drivers with an Apple iPhone.

The Shell is a leather case with a thin metal backplate that snaps on to a small square magnet which you stick on your dash, giving the impression your phone is floating.

Despite its tiny size, it's ultra-strong and didn't move when we drove over mini roundabouts and speed bumps. Plus, the magnet didn't affect our phone, and the case is stylish enough to keep on all the time. The magnet can just be left in the car.





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## Mini test

### ALL-IN-ONE

#### Quixx 9-in-1 Cleaner

Price: £15.96 Size: 500ml

Contact: [www.quixx.com](http://www.quixx.com)

QUIXX provides three sponges – interior, exterior and intensive – and an aftercare microfibre cloth in this great-value pack.

We sprayed the fine, bubbly solution on to our dirty surface and used the white interior applicator. The foam helped to lift sticky cola dried into the leather and worked into the grime without too much effort – the residue on the sponge after only three wipes was impressive.

It also tackled biro better than the Turtle Wax, but we noticed it didn't have the Dodo Juice's sweet fragrance.

We concentrated on cleaning in this test, but we didn't feel convinced this would be able to match the Turtle Wax cream for ongoing leather protection.

Rating: ★★



# Leather cleaners leave grime nowhere to hide

### Cat Dow

KEEPING leather clean and well conditioned is tricky; you often need a specialist product. But can Quixx's 9-in-1 Cleaner deliver the same results?

Back in Issue 1,395, we previewed the new all-rounder, which claims to be suitable for a multitude of surfaces. The orange label shouts 'You only need me!', but after a mediocre result in our wheel cleaner mini test (Issue 1,405), we still weren't convinced.

So we've put 9-in-1 up against our reigning favourite leather cleaner, from Dodo Juice (Issue 1,371), as well as a new choice from Turtle Wax.

The Quixx cleaner is a useful multipurpose spray to keep on the shelves. Unsurprisingly, it was left trailing by the specialist products, but it held its own on biro, sticky spills and grime.

Our reigning champion still has the edge, though, delivering unmatched cleaning power.

**"Effortless doesn't describe how grime lifted off with our Dodo Juice winner"**

### STILL THE WINNER

#### Dodo Juice Supernatural Leather Cleaner

Price: £12.90 Size: 500ml

Contact: [www.dodojuice.com](http://www.dodojuice.com)

EFFORTLESS doesn't describe the way grime and biro lifted off the surface with the Dodo Juice product.

Add a lovely smell and fast-action cleaning, and it holds on to its place at the top. The only downside was that our pump-action bottle struggled to spray and leaked. Still, on past experience, this is likely to be a one-off issue, rather than a true representation of quality.

Rating: ★★★★★



### STRONG PERFORMER

#### Turtle Wax Luxe Leather

Price: £5.99 Size: 500ml

Contact: [www.turtlex.co.uk](http://www.turtlex.co.uk)

TURTLE Wax stands out here for offering an enriched glycerin-based cleaner that did well to shift a lot of our cabin dirt.

Although it didn't lift the biro with quite as little effort as its rivals, the sheer thickness of this cream cleanser left us confident in its ability to protect the leather for weeks to come.

The tackiness of our cola spill was entirely removed and replaced by a smooth softness.

Rating: ★★★★★



## books, games & apps

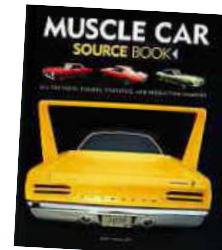


### Muscle Car Source Book

Mike Mueller (Motorbooks, [www.motorbooks.co.uk](http://www.motorbooks.co.uk))

Price: £35 (hardback) Rating: ★★★★★

AUTHOR Mueller has struck an intelligent balance between drama, facts and images to easily take us through the American muscle cars of the sixties and seventies, creating this fascinating read. Accompanying the technical detail are some great illustrations to paint an honest picture of an exciting time in motorsport and manufacturing in the US. A top buy for those interested in automotive engineering.

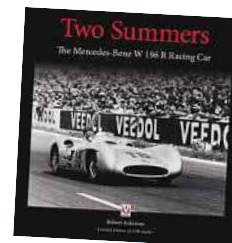


### Two Summers

Robert Ackerson (Veloce Publishing, [veloce.co.uk](http://veloce.co.uk))

Price: £75 (hardback) Rating: ★★★★★

WITH images and illustrations prefacing each chapter, writer Ackerson cleverly sets the scene for this book focusing on the Juan Manuel Fangio-led success of the Mercedes W196 R across the summers of 1954 and 1955. Fast-paced prose builds the excitement as the Germans battle the Italians. The price looks steep, but publication is limited to just 1,500 copies.



### Turbo Dismount

Available for: Android, iOS

Price: Free Rating: ★★

ANARCHY is the name of the game as you crash to cause as much damage to the driver as possible, by catapulting your chosen vehicle into various danger zones. You can pay a pricey £4.79 to unlock all levels and vehicle options, but this was slow-paced with uninspiring graphics.



## App of the week



### Car Wallpaper

Available for: Android

Price: Free Rating: ★★★★★

JAZZ up the background display of your Android smartphone with stylish car-based artwork, sourced and rendered by app creator Niemo Smoka. With a choice of 30 images, you can set a unique display when a particular contact rings, too.





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Mr D.S - Skoda Yeti (February 2015)





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## Kent Extra Large Microfibre Drying Towel

Price: £5 Water gain: 1,175g Rating: ★★★★★  
Contact: 0845 602 1995, [www.carcare.co.uk](http://www.carcare.co.uk)



**BEST BUY** IT'S less than half the price of most rivals here, but that's not why this Kent Microfibre towel is our winner again. While the budget price is welcome, the company draws a fine line between huge thirst for soaking up water and ease of use. Its mix of short and mid-length fibres leaves just a fine film that dries quickly, but the towel remains flexible and simple to manoeuvre even when soaked. This also made it one of the easiest cloths to wring out. A great addition to your valeting kit.



## Monster Microfiber The Guzzler Drying

Price: £11.95 Water gain: 900g Rating: ★★★★★  
Contact: 01484 841444, [www.cleanyourcar.co.uk](http://www.cleanyourcar.co.uk)



**RECOMMENDED** EASE of use secures second place for Monster Microfiber, but it was close. It's our second biggest cloth, at 100x60cm, and it needs that size, as the waffle weave pattern doesn't have the thirst of longer-pile designs. Still, that means it's easy on the arms when wiping and wringing because the material stays pliable. We liked the way it dealt with our soaked panel, leaving just a thin film to dry.

## Ultimate Finish Ultra-Soft Microfibre Drying Towel

Price: £9.95 Water gain: 1,700g Rating: ★★★★★  
Contact: 0333 800 8004, [theultimatefinish.co.uk](http://theultimatefinish.co.uk)

ANOTHER big towel with a decent capacity for soaking up liquid. Its edges are stitched rather than covered with another material as on rivals. Ultimate Finish says this soft cotton edge makes the towel ideal for avoiding creating swirl marks in the paint. It has the same combination of short and mid-length fibres as our winner, and performance is similar – rapid drying, while remaining easy to manoeuvre and wring.

## Dodo Juice Double Touch

Price: £13.55 Water gain: 2,600g Rating: ★★★★★  
Contact: [www.dodojuice.com](http://www.dodojuice.com)

THE wags at Dodo Juice reckon this is "stupidly soft" and "twice as greedy" as the company's single-thickness Soft Touch towel. And, despite not being one of the biggest, Double Touch has a mighty capacity for water – it topped our absorption test. The secret is in its double-thickness long-pile design. Great for rapidly sopping up water, but not the easiest to use as it gets heavy compared to most rivals and is a struggle to wring out effectively when full.



# DRYING CLOTHS

Which of eight microfibres dries your freshly rinsed car best?

## PRODUCT GROUP TEST 24 | 2 | 2016

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.

**AE** Kim Adams

THAT just-rinsed car may look shiny, but leave the water to dry and the gloss finish will be covered in marks. Minerals in the water are left behind when the water evaporates, making drying an essential part of washing your car.

A chamois leather – it's actually sheep these days – is the traditional solution, but easier to use and maintain microfibre cloths have become the preferred option.

While all are made from microfibres, there are several weaves, designs and piles to choose from. So which is the one that wiped up here? We tried eight.

## How we tested them



OUR eight test microfibre cloths were mainly from the premium end of the market, with huge thirsts for soaking up water. We checked just how much by weighing them when dry and after they'd been soaked and drained for 15 seconds.

Crucial to this test, though, was how well they dried our panel, plus how simple they were to use. We checked how easy they were to handle and wring out, and also did several side-by-side tests to see which dried faster. Our final factor was price, taken from a range of online sources as we went to press.

## Auto Express Verdict

ALL our cloths are good performers and results were close across the eight. Scraping the win and retaining its crown is the easy-to-use Kent Extra Large towel, which is great value for money. Monster Microfiber's The Guzzler Drying narrowly takes the runner-up spot on its test debut from the Ultimate Finish towel.

1. Kent Extra Large Microfibre Drying Towel
2. Monster Microfiber The Guzzler Drying
3. Ultimate Finish Ultra-Soft Microfibre Drying Towel

### Polished Bliss Luxury Drying Towel

Price: £10 Water gain: 2,250g Rating: ★★★★★

Contact: 01467 631201, [www.polishedbliss.co.uk](http://www.polishedbliss.co.uk)

ANOTHER thick towel with a long microfibre pile. It's not quite as big as the Double Touch, but still absorbed more water than most rivals. With silk seams and no maker's tag, it also claims to be kind to bodywork. Smaller than the Dodo Juice, but a similar performer – rapid drying yet hard work when soaked.



### Gyeon Q2M Silk Dryer

Price: £14.95 Water gain: 1,425g Rating: ★★★

Contact: 01484 841444, [www.cleanyourcar.co.uk](http://www.cleanyourcar.co.uk)

WE'RE not sure where the silk comes in, but there is a real sheen to the fibres when dry. Uniquely, one side of the cloth has no fibres at all and the other looped versions. There are two sizes, and this large one was the biggest on test. Yet it was only mid-table in the soak test. It remained easy to use and wring, but others cleared more water with one sweep.



### Auto Finesse Aqua Deluxe

Price: £12.95 Water gain: 2,550g Rating: ★★★

Contact: 08446 931393, [www.autofinesse.co.uk](http://www.autofinesse.co.uk)

THIS big, thick cloth was second only to the similarly bulky Double Touch for water absorption. And like the Dodo Juice, it was good to use when dry, but became heavy as it got wetter. We also found it left a thicker film of water than rivals. It still dried the car, but took longer. Wringing was a struggle, too. A decent towel that works better when damp than soaked.



### Sonax Microfibre Drying Cloth

Price: £14.99 Water gain: 1,550g Rating: ★★★

Contact: 01488 689400, [www.saxon-shop.com](http://www.saxon-shop.com)

THERE'S nothing wrong with this Sonax towel; it's just that others had a slight edge. It was mid-table for size and in the water test. And while it trailed on price, it was close. Oddly, it says to use one side for absorbing water and the other to wipe. After a few panels, water had soaked through. Still, it works, with another mid-table showing for wringing.







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1. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 2. Congestion Charge application required, subject to administrative fee. 3. The Alternatives PCP finance plan shown above is only available to customers resident in the UK, aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. **We may receive commission or other benefits for introducing you to Finance Mitsubishi.** Alternatives figures are based upon an annual mileage of 10,000, any excess mileage will be chargeable at 9ppm. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. **Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide.** Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Finance offer available at participating dealers between 30th December 2015 to 29th March 2016.





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BUILD QUALITY					49
RUNNING COSTS					27
PERFORMANCE					79
ROAD HANDLING					54
RIDE QUALITY					32
EASE OF DRIVING					111
SEAT COMFORT					62
PRACTICALITY					69
IN-CAR TECH					62

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"For a roomy car that has just 82bhp, my 2008 is surprisingly nippy to drive."

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"The high driving position is a definitive plus."

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#### NOT SO GOOD

"THERE is a worrying engine noise at low speeds and occasional noise when moving from standstill."

"I'd prefer it if the car had a bigger windscreen."

"My car's gearstick pops out of gear randomly."

"After 1,000 miles, the floor mats looked very worn."

"Chrome protection on the rear bumper came off soon after purchase."

"The mechanisms for my car's electric windows needed replacing."

"The air-conditioning unit is not the best."



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**Martin  
Saarinen**

**Got any car queries?**

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### Q Flywheel warranty woe

SHORTLY after I bought my SEAT Ibiza second-hand recently, both the dual mass flywheel and syncromesh teeth in the gearbox needed replacing. My extended warranty provider didn't agree to pay for the repairs. Is this fair? **Stephen Welch, E-mail**

**A** IF these components were highlighted in the terms and conditions as wear and tear items, there is little chance they'd be repaired under warranty. Be sure to read the smallprint as it will highlight what the warranty covers. If these parts are included, you'll have a case.

### Q Trip computer confusion

ON a recent journey, my own calculations show the car's trip computer was out by more than 10mpg. Is this normal? Does Auto Express have any evidence of this in its own tests? **Robin, E-mail**

**A** WE calculate the fuel economy for our road tests by hand, and our research shows that they're often within the tolerances of the car's trip computer. A difference of 10mpg is substantial, though. We'd suggest you re-run your calculations; if they're still out, contact your dealer.

### Q Why has van VED risen?

I'VE bought a new Renault Trafic 120 dCi Energy. The van is great, but I noticed I have to pay £225 a year in VED. If I had bought a similar van in 2010, I would have paid only £140. Why have the tax rates gone up? **Graham Parrott, E-mail**

**A** WE contacted HM Treasury, which told us the Government issued a discount in VED rates between 2009 and 2010 to promote the uptake of greener vans ahead of Euro 5 emissions rules becoming mandatory for all new vans.

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## NEED TO KNOW

The timing chain can fail on the 2.0-litre diesel, wrecking the engine. Replacing the chain in anticipation is a big job.

## NEED TO KNOW

Some owners have had issues with vibrations through the steering wheel, causing discomfort on long trips.

## NEED TO KNOW

The run-flat tyres cost around a third more than regular rubber, so check how much tread is left on each one.

# BUYER'S GUIDE: BMW X1 Mk1

**FROM £8,500** First-generation SUV is a cheap alternative to new model



Richard Dredge

AN all-new BMW X1 recently arrived in UK showrooms and, as you'd expect, it's an impressive machine. But if you can't stretch to the minimum of £27,000 that you'll need to get your hands on one, there is a solution.

For just a third of this, you could buy one of the first-generation X1s, which offer that desirable badge, decent reliability and efficient engines, plus a level of driving fun you expect of a BMW. Bear in mind that, while the new X1 is a great all-rounder, the Mk1 fell short in a few areas, such as cabin space and quality, plus the ride wasn't as good as it should have been. But the original X1 still makes a lot of sense second-hand.

## History

THE X1 arrived in December 2009 with a 2.0-litre four-cylinder diesel. This offered 143bhp in the 18d, 177bhp in the 20d and 204bhp in the 23d. The first two came in rear-wheel-drive sDrive or four-wheel-drive xDrive guises; the 23d was 4WD only. All cars were initially SE spec, but from January 2011,

there was an M Sport, too. The 163bhp xDrive20d EfficientDynamics, from late 2011, claimed 119g/km emissions, then in June 2012, a facelifted X1 brought revised interior and exterior styling, two new trims (Sport and xLine) and an eight-speed auto option.

Also, the 218bhp xDrive25d replaced the xDrive23d, and the 20d was boosted to 184bhp. In March 2013, there was a new entry-level diesel, the 116bhp sDrive16d, along with a 2.0-litre petrol engine, offered in sDrive and xDrive forms.

## Which one?

NEARLY all X1s have a 2.0-litre four-cylinder diesel. Petrol models are rare, but worth tracking down if you don't do many miles; the diesels can suffer from DPF issues.

The 16d isn't as muscular as the more powerful options; the 18d is better, while a 20d gives the best balance of performance and economy; the 23d and 25d are rare but make high-speed cruising effortless.

None of the transmissions is really disappointing, but if you need to use the

tow bar, we'd recommend a four-wheel-drive xDrive model for added security.

M Sport X1s feature firmer suspension, although the standard set-up was a no-cost option. All models get dual-zone climate control, powered windows front and back, rear parking sensors and a multifunction steering wheel; xLine also has leather trim.

## Alternatives

THE X1's closest rival is Audi's Q3, which is as efficient, solidly built and ergonomically brilliant as you'd expect. Prices are higher, as the model wasn't launched until 2012.

More stylish and desirable is the Range Rover Evoque, which is also newer than the BMW, but is in more plentiful supply than either rival, with prices from £18,000.

The Volkswagen Tiguan comes with some great engines and is very capable, yet it's

also rather uninspiring. If you want a small SUV that's good to drive, we'd suggest you take a closer look at the Ford Kuga. The badge won't impress, but the car's design, dynamics and equipment will; you'll get a lot more for your money than with the X1.

## Verdict

WHILE the first-generation X1 wasn't quite up to the standard we expected from BMW, the company took note and made useful improvements for the 2012 facelift.

As a result, if your budget will stretch to it, that's the one to go for. In return for the extra cash, you'll get a car that looks and feels better inside and out, has stronger engines and offers a more comfortable ride.

An Audi Q3 may look more tempting used, but as the X1 is available for so much less, it's still a decent second-hand buy.

**"For a third of the cost of the all-new car, original X1 brings a desirable badge and decent reliability"**





Thanks to Imperial Car Supermarkets in Hampshire for the loan of the BMW X1 in our pictures.

Contact 023 8098 6917

[www.imperialcarsupermarkets.co.uk](http://www.imperialcarsupermarkets.co.uk)

### Cabin trim

SOME of the cabin materials in the earlier models didn't look or feel up to the usual BMW standards, but things improved with the 2012 facelift.



Tom Wood

### Bluetooth

NOT all cars come with Bluetooth as standard, but it is possible to fit it retrospectively. However, to have the BMW kit installed costs a hefty £650.



### Interior space

IF you're buying an X1 to carry three adults in the back, you might have to rethink, as the rear seats aren't very spacious, and the legroom is too tight.



### Suspension

THE suspension and wheel/tyre size can make a big difference to how comfortably an X1 rides; beware cars with M Sport damping that can feel too firm.



### Performance

0-60mph/top speed  
8.4 seconds/127mph



### Running costs

48-51mpg (official)  
£62 fill-up



### CO<sub>2</sub>/tax

145-153g/km  
£145-£180



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

### OUR VIEW

AFTER peaking in 58th place in our Driver Power 2013 satisfaction survey, the X1 finished 100th in 2014 and 2015. Its highest category scores were for handling and build quality (both 61st), reliability (62nd) and running costs (75th). Ease of driving (180th) and ride quality (162nd) were the low points.

### YOUR VIEW

JONATHAN Parker from Ivybridge, Devon, owns a 2011 X1 sDrive20d. "The cabin feels slightly downmarket, the ride is too hard and the engine is noisier than I expected," he told us.

"But reliability has been good, as has fuel economy, and it's practical enough for me – although I think a family would find it a squeeze."



### Interior

AS you'd expect from BMW, the cabin and layout are okay. The dashboard isn't exactly beautiful, but the materials are generally good, while the car is comfortable. Practicality is far from class-leading, although things are helped by a rear seat that folds in a 40:20:40 split.

### Contacts

Official

[www.bmw.co.uk](http://www.bmw.co.uk)

Forums

[www.bmwcarclubgb.co.uk](http://www.bmwcarclubgb.co.uk)

[www.bimmerforums.co.uk](http://www.bimmerforums.co.uk)

[www.bimmerfest.com](http://www.bimmerfest.com)

[www.bimmerpost.com](http://www.bimmerpost.com)

## How much?

	15 2015	63 2014	62 2012	11 2011	10 2010
Model					
xDrive20i Sport	£22,250	£19,295	£16,695	N/A	N/A
sDrive16d	£18,500	£16,195	N/A	N/A	N/A
sDrive18d SE	£18,595	£16,295	£14,250	£10,995	£9,775
sDrive18d M Sport	£22,995	£20,250	£17,500	£13,595	N/A
sDrive20d SE	£19,695	£17,195	£14,995	£11,500	£10,250
xDrive20d M Sport	£23,995	£20,995	£18,195	£14,095	N/A
xDrive25d M Sport	£25,500	£22,250	£19,195	N/A	N/A

THERE are a few 100,000-mile X1s available for £8,500, but most are priced from £10,000, even with this mileage.

Spend £11,000 to get a wide choice of cars that have done under 60,000 miles, although automatics will cost £12,000 and up. Nearly half of the X1s for sale are autos, and there aren't many petrol models available. Just six of the 900-plus X1s we found had a petrol engine, with the cheapest (a 13-plate SE) £16,000. The 25d is rare (prices start at £19,000), while a 23d costs upwards of £15,000. The 16d costs from £16,000 for a 2013 (62-plate) model.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
sDrive20i	27-28	39-40mpg	162-165g/km	£180
sDrive18d	22	54-57mpg	128-136g/km	£110-£130
xDrive18d	22	49-51mpg	144-150g/km	£145
sDrive20d	24-25	53-62mpg	119-139g/km	£30-£130
xDrive20d	24-25	48-51mpg	145-153g/km	£145-£180
xDrive23d	26	44-47mpg	158-167g/km	£180
xDrive25d	26-27	47mpg	154g/km	£180

AS with all BMWs nowadays, the X1 features a variable servicing system which indicates when maintenance is due. The most you can expect between garage visits is two years, even if you cover very few miles; if you're a high-mileage driver, expect to go anywhere from 15,000 to 20,000 miles between services.

Costs vary according to what needs doing when; few items are on a fixed schedule for replacement. The basic 'check-up' is £59, while a bigger service costs up to £600; expect the typical bill to be about £300. All BMW engines are chain-driven, so there are no cambelts to be replaced, but fresh brake fluid is needed every two years, at £61.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£119.10	£35.49
Front brake discs (pair)	£187.01	£93.98
Door mirror glass (electric)	£105	£68.99
Front wiper set	£44.70	£32.49

Prices for a 2011 X1 xDrive20d. Dealer figures supplied by BMW UK ([www.bmw.co.uk](http://www.bmw.co.uk)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com))

## Recalls

THE first-generation X1 has been recalled four times. The first was issued in July 2012, due to the potential loss of power assistance for the steering. In April 2013 came the second callback, over the possibility of the engine cutting out through the battery cable being damaged by heat.

The third campaign, in July 2013, affected just four cars across the BMW range (1, 3 Series and Z4, plus the X1), which could suffer from clutch failure. The final recall in July 2014 concerned a fault with the variable valve timing.



# Car hunter

**£5,000** for a frugal city car, but which one?

Dear Lawrence, I'm looking to downsize to a small city runabout, but it still needs to be efficient and practical for daily use. What should I buy for £5k?

**Penny Hardcastle**, E-mail

**Contact:** Lawrence\_Allan@dennis.co.uk



CARS

## THE STYLISH CHOICE



### Fiat Panda

**FOR:** Charming looks, space, frugal diesel  
**AGAINST:** Mediocre build quality, unrefined

FIAT'S latest Panda might live in the shadow of the more stylish 500, but it's more practical and cheaper to buy than the retro option. It's obviously boxier, yet has lots of character inside and out.

It gets plenty of equipment, although the cabin finish is lacklustre. The Panda is comfortable and surprisingly fun to drive, while there's the option of an efficient diesel, too. We found a 2012 1.3-litre Multijet Lounge with 47,000 miles for £4,895.

## THE EFFICIENT CHOICE



### Kia Picanto

**FOR:** Good looks, efficiency, long warranty  
**AGAINST:** Not the best to drive, a bit dull

THE Picanto has played a role in Kia's transformation from budget brand to maker of smart-looking and reliable, affordable cars. It's been on sale since 2011, yet is still practical, and top models get lots of kit.

On the road, it's safe but not fun, although the slow 1.0-litre petrol engine claims an excellent 67mpg. If you're willing to spend more on fuel, the 1.2-litre is a better choice. In the classifieds was a 2012 1.2 '2' spec with 30,000 miles for £4,489.

## THE ALL-ROUND CHOICE



### SEAT Mii

**FOR:** Fun to drive, refined, spacious  
**AGAINST:** Bland styling, base models sparse

THE Volkswagen up! and Skoda Citigo are big favourites of ours, so the near-identical SEAT Mii is also a winner. It might not look groundbreaking, but it's one of the most accomplished small cars around.

While the cabin is simple, solidly built and logical to use, it's the space on offer that impresses. Similarly, it drives like a car from the class above, with a supple ride, quiet cruising ability and punchy engine. A 2013 Mii SE with 43,000 miles can be yours for £4,495.

INTERIOR



THE tall shape means the Panda offers loads of rear headroom, but while it features a sliding back seat, legroom is still in short supply. It looks pleasing inside, although the quality of the finish could be better.



IT doesn't have the freshest feel inside, but the Picanto is reasonably well made and easy to use. It offers similar rear seat space to the SEAT Mii; the Kia just falls behind with a less impressive 200-litre boot.



AVOID entry-level Mii's as equipment is limited: step up to SE spec for air-con and electric windows. It all feels solid and there's excellent space for two adults in the back, while the 251-litre boot is excellent.

RELIABILITY



IN our Driver Power 2015 satisfaction survey, the Fiat finished a credible 75th. Reliability seems decent, although owners told us they weren't impressed with seat comfort, performance or overall practicality.



THE Picanto came a disappointing 125th in Driver Power 2015, but that's likely due to its age. A seven-year warranty helps with peace of mind, and means whatever you buy will have years of cover left.



ALTHOUGH the SEAT didn't feature in Driver Power 2015, the similar Citigo and up! both finished in our top 60. No big issues have been reported with the Mii, but harsh city driving has led to a high number of clutch failures.





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**2**  
Skoda Fabia  
★★★★☆

**1**  
Suzuki Swift  
★★★★★

## Turning up the heat

These sporty hot hatches make a lot of sense as second-hand buys

Red stitching provides sporty feel inside Swift



**Suzuki Swift**  
44.1mpg (official)  
£44 fill-up



### Suzuki Swift Sport 5dr

**Years:** 2011 to date **Engine:** 1.6-litre 4cyl, 135bhp  
**Insurance group:** 20 **Econ/CO<sub>2</sub>:** 44mpg/147g/km  
**Why?** Swift Sport is one of the best-value warm hatches around, and it's huge fun to drive, too.

**Prices from:** **£6,000**

SUZUKI'S original Swift Sport, based on the Mk2 hatch, was undoubtedly fun to drive, but it was noisy on the move and cramped inside. However, this latest model maintained the fun factor and added more power and refinement.

It's quite an understated hot hatch, yet there are just enough details to make the Swift look sportier than the Skoda Fabia. Inside, the racier feel continues, with figure-hugging seats and red stitching. The dash is easy to get on with, but the stereo system looks dated compared to its rival's set-up and the plastics aren't as upmarket.

The Suzuki isn't as spacious as the Skoda, with a smaller boot and tighter rear, but where it really shines is on the road. The petrol engine loves to rev, the gearshift is sweet and turn-in is sharp. And although the Fabia is more refined, the Japanese car is more agile in corners.

The Swift finished a disappointing 139th in our Driver Power 2015 satisfaction survey, but we haven't heard of any big mechanical issues.



**Space isn't one of the Suzuki's strong suits, with a tight boot, yet it's sporty and fun to drive**

**1** **Swift Sport**  
★★★★★

IT may not be as spacious or refined as the Skoda, but if you're a keen driver, the Swift Sport is by far the better choice. On the road, it puts a smile on your face like nothing else for this money.



Fabia's interior is comfortable and upmarket



**Skoda Fabia**  
53.3mpg (official)  
£47 fill-up



**Skoda's boot is over 100 litres bigger than the Swift's; car is refined, composed and efficient**

**2** **Fabia Monte Carlo**  
★★★★★

THE Fabia loses out here as it's not sporty enough. However, as a used supermini buy, you can do a lot worse. Monte Carlo spec makes the car more desirable, and it's really practical, too.

### Skoda Fabia Monte Carlo

**Years:** 2011 to 2014 **Engine:** 1.2-litre 4cyl, 104bhp  
**Insurance group:** 13 **Econ/CO<sub>2</sub>:** 53mpg/124g/km  
**Why?** Fabia gets plenty of space and equipment, plus it's solidly built, refined and efficient.

**Prices from:** **£5,250**

WHEN new, the Skoda Fabia vRS hot hatch was far more expensive than the Suzuki Swift Sport. Skoda's next best thing was the mildly sportier Monte Carlo edition. It makes do with a 104bhp 1.2-litre TSI petrol engine, but does get bigger gloss-black wheels and a two-tone exterior.

Inside, there are comfy sports seats and a leather wheel, but it's pretty uninspiring to sit in. At least you get a sensible layout and high-quality materials. The Fabia was replaced late in 2014, and the main selling point of this old model is space: the boot is over 100 litres bigger than the Swift's, it has lots of storage options and there's plenty of head and legroom.

On the road, the Monte Carlo's strengths are its torque (yet not that quick) engine, its better efficiency and soft ride. However, the body roll and numb steering fail to inspire much in the way of fun behind the wheel.

The ageing Fabia finished a lowly 153rd in our Driver Power 2015 survey, while minor reliability glitches have been reported.



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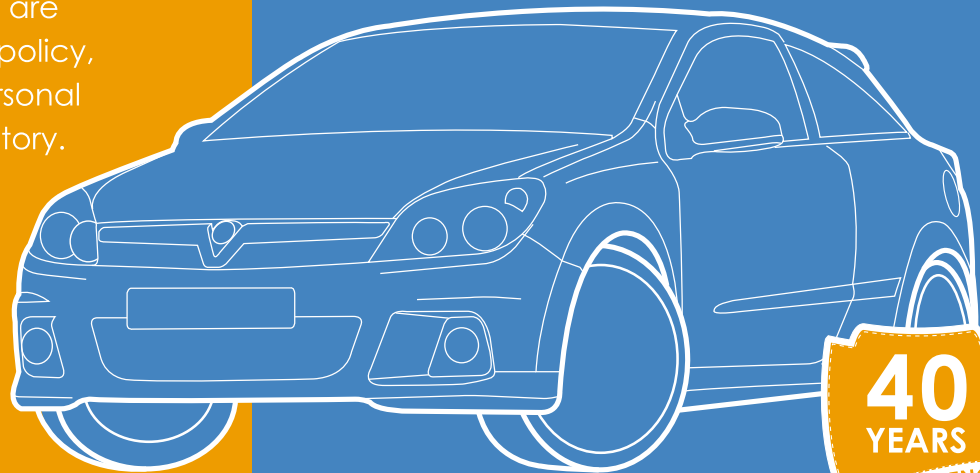
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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: [dean\\_gibson@dennis.co.uk](mailto:dean_gibson@dennis.co.uk)

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E295/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

## ABARTH

[www.abarthcarsuk.com](http://www.abarthcarsuk.com) / Brochure: 0800 2227 8400 / Dealers: 25  
Warranty: 3 years/60000 miles

595 - 365x1627mm, EURO-NCAP N/A

DRIVER POWER POS: 87th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	26 £14610
1.4 T-Jet (140) 595 Trofeo	F	47.1	7.9	139	26 £15150
1.4 T-Jet (160) 595 Turismo	G	43.5	7.4	155	28 £18040
1.4 T-Jet (160) 595 Yamaha Edition	G	43.5	7.4	155	28 £17420
1.4 T-Jet (180) 595 Competizione	E	47.1	6.8	139	34 £19890
1.4 T-Jet (190) 695 Biposto	G	43.5	5.9	155	37 £33055
1.4 T-Jet (190) 695 Biposto Record	G	43.5	5.9	155	37 £36610
595C: add £2000 (not Trofeo/Yamaha Edition), auto: add £1300 (not Trofeo/Yamaha Edition/Biposto)					

## ALFA ROMEO

[www.alfaromeo.co.uk](http://www.alfaromeo.co.uk) / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT d'ctive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'foglio Verde	D	52.3	7.3	124	27	£20300
QV Line: add £750 to Distinctive (not 1.3 JTDm-2)						

Giulietta - 4351x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20990
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	25	£28330
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)						

4C - 3989x2090mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
4C Spider: add £8000						

## ALPINA

[www.bmwalpina.co.uk](http://www.bmwalpina.co.uk) / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54955
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56955

D5 - 4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905-4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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XD3 - 4651x1901mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo

	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58955
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62955

B6 - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

## ARIEL

[www.arielmotor.co.uk](http://www.arielmotor.co.uk) / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£64800

Nomad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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## ASTON MARTIN

[www.astonmartin.com](http://www.astonmartin.com) / Brochure: 01926 64644 / Dealers: 22  
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380-4385x1865mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 auto Vantage S	M	17.3	3.7	388	50	£139155
Auto: add £5000, Vantage Roadster: add £9000 (not N430)						

DB9 - 4720x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.5	333	50	£140887
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Vanquish - 4728x1912mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	22.1	3.6	298	50	£194150
Vanquish Volante: add £12000						

## AUDI

[www.audi.co.uk](http://www.audi.co.uk) / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16505
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16905
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19695
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25595
S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730						

A3 - 4237x1777mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr

	C	57.6	9.9	114	14	£18865
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1.4 TFSI (125) SE 3dr

	C	54.3	9.3	120	16	£20165
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1.4 TFSI (150) CoD SE 3dr

	B	60.1	8.3	109	16	£21015
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1.6 TDI (110) ultra SE 3dr

	A	83.1	10.5	89	18	£21115
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2.0 TDI (150) SE 3dr

	B	68.9	8.6	106	21	£22465
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1.6 TDI (110) Sport Nav 3dr

	A	74.3	10.7	99	15	£22515
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2.0 TDI (150) Sport Nav 3dr

	B	68.9	8.6	106	21	£23865
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2.0 TDI (184) Sport Nav 3dr

	B	68.9	7.3	108	27	£25135
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2.0 TFSI (300) quattro S3 Nav 3dr

	G	40.4	5.2	162	36	£31230
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2.5 TFSI (367) quattro RS3 Sp'back J

	J	34.8	4.3	189	40	£40795
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1.4 TFSI (204) atron Sportback Sdr

	A	176.6	7.6	37	29	£30690
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S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, and £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360 (selected models), SE Technik: add £750 to SE diesels, Sport Nav: add £1225 to SE, S line: add £2150 to Sport

A4 - 4726x1842mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	19	£25900
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2.0 TFSI (190) SE

	D	51.4	7.2	127	25	£27700
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2.0 TDI ultra (150) SE

	A	74.3	8.9	99	19	£29150
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1.4 TFSI (150) Sport

	D	54.3	8.7	126	20	£26850
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2.0 TFSI (190) Sport

	D	51.4	7.2	127	26	£31000
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2.0 TDI ultra (150) Sport

	A	74.3	8.9	99	20	£30100
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## DRIVER POWER POS: N/A

2.0 sDrive18i	<b>G</b>	41.5	7.9	159	38	<b>£29690</b>
2.0 sDrive20i	<b>G</b>	41.5	6.9	159	38	<b>£31790</b>
2.0 sDrive28i M Sport	<b>G</b>	41.5	5.7	159	40	<b>£39340</b>
3.0 sDrive35i M Sport	<b>K</b>	30.1	5.2	210	43	<b>£44960</b>
3.0 DCT sDrive35iS	<b>K</b>	31.4	4.8	210	43	<b>£47905</b>

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

## 6 Series - 4894x1894mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

3.0 auto 640i SE	<b>I</b>	37.2	5.3	176	47	<b>£59430</b>
3.0 auto 640d SE	<b>F</b>	52.3	5.3	143	48	<b>£62295</b>
4.4 V8 auto 650i Sport	<b>K</b>	32.1	4.6	206	50	<b>£67990</b>
4.4 V8T DCT M6	<b>L</b>	28.5	4.2	231	50	<b>£93150</b>

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

## i8 - 4689x1942mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

1.5 TT/eDrive auto i8	<b>A</b>	113.0	4.4	59	50	<b>£99540</b>
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## CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

## Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

0.6T 160	<b>C</b>	57.6	6.5	114	N/A	<b>£18995</b>
1.6 270		N/A	5.0	N/A	N/A	<b>£22995</b>
2.0 360		N/A	4.8	N/A	N/A	<b>£26995</b>
2.0 420		N/A	3.8	N/A	N/A	<b>£29995</b>
2.0 5/C 620R		N/A	2.8	N/A	N/A	<b>£49995</b>

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1

Warranty: 5 years/100000 miles

## Corvette - 4493x1877mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe 2LT	<b>M</b>	23.2	4.2	279	50	<b>£62450</b>
6.2 V8 Stingray Coupe 3LT	<b>M</b>	23.2	4.2	279	50	<b>£65370</b>
6.2 V8 S/C Stingray Coupe 206	<b>M</b>	22.2	3.8	291	50	<b>£87860</b>

Auto: add £2400, Convertible: add £3620

## CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

## C-Zero - 3475x1475mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

64th auto C-Zero	<b>A</b>	N/A	15.9	0	28	<b>£11995</b>
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## C1 - 3466x1884mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	<b>A</b>	68.9	14.3	95	6	<b>£8345</b>
1.0 VTI (68) Feel 3dr	<b>A</b>	68.9	14.3	95	6	<b>£9595</b>
1.0 VTI (68) S&S Flair 3dr	<b>A</b>	74.3	14.3	88	7	<b>£10535</b>
1.2 PureTech (82) Flair 3dr	<b>A</b>	65.7	11.0	99	11	<b>£10635</b>
1.0 VTI (68) ETG Flair 3dr	<b>A</b>	67.3	14.6	97	7	<b>£11185</b>

5dr: add £400 to Feel/Flair 3dr, Aircscape: add £160 to select models

## C3 - 3941x1728mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	<b>B</b>	64.2	14.2	102	8	<b>£11135</b>
1.0 PureTech (68) Edition	<b>B</b>	62.8	14.2	104	9	<b>£12715</b>
1.2 PureTech (82) Edition	<b>B</b>	61.4	14.2	107	12	<b>£13735</b>
1.2 PureTech (110) S&S Platinum	<b>B</b>	62.8	10.6	104	18	<b>£16060</b>
1.6 BlueHdi (75) VT	<b>A</b>	80.7	11.3	90	16	<b>£13425</b>
1.6 BlueHdi (75) Edition	<b>A</b>	80.7	11.3	90	16	<b>£13505</b>
1.6 BlueHdi (100) Platinum	<b>A</b>	83.1	10.8	87	19	<b>£16970</b>

Auto: add £620 to PureTech (82) Platinum, Platinum: add £1050 to Edition models (not PureTech 68)

## C4 - 4329x1789mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	<b>B</b>	60.1	10.9	110	16	<b>£14645</b>
1.6 BlueHdi (100) Touch	<b>A</b>	78.5	11.5	99	20	<b>£16745</b>
1.6 BlueHdi (100) S&S Feel	<b>A</b>	85.6	11.5	86	20	<b>£17545</b>
1.2 PureTech (110) S&S Flair	<b>B</b>	58.9	10.8	110	19	<b>£18190</b>
1.6 BlueHdi (120) Flair	<b>A</b>	78.5	10.6	95	25	<b>£19145</b>
2.0 BlueHdi (150) Flair	<b>A</b>	74.3	8.8	98	29	<b>£20045</b>

## C4 Cactus - 4157x1729mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	<b>B</b>	61.4	12.9	105	9	<b>£12990</b>
1.2 PureTech (82) Feel	<b>B</b>	61.4	12.9	105	9	<b>£14690</b>
1.2 PureTech (82) S&S ETG Feel	<b>A</b>	65.7	15.0	98	7	<b>£15390</b>
1.2 PureTech (110) S&S Feel	<b>B</b>	60.1	9.3	107	15	<b>£15890</b>
1.6 BlueHdi (100) Feel	<b>A</b>	83.1	10.7	87	18	<b>£16690</b>
1.6 BlueHdi (100) ETG Feel	<b>A</b>	83.1	11.2	89	18	<b>£17320</b>

Flair: add £1400 to Feel, Flair Edition: add £975 to Flair

## C5 - 4779x1860mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 112th

2.0 HDi (160) VTR+ Techno Pack	<b>D</b>	57.6	9.1	129	25	<b>£24150</b>
2.0 HDi (160) Exclusive Techno	<b>D</b>	57.6	9.1	129	25	<b>£25750</b>

Auto: add £2415 to 2.0 HDi Exclusive, C5 Tourer: add £1110

## Berlingo Multispace - 4380x1810mm, EURO-NCAP☆☆

## DRIVER POWER POS: 126th

1.6 VTI (95) Touch	<b>F</b>	44.1	12.8	148	10	<b>£13355</b>
1.6 BlueHdi (75) Feel	<b>C</b>	65.7	15.1	113	12	<b>£15440</b>
1.6 BlueHdi (100) Feel	<b>C</b>	65.7	12.4	113	14	<b>£16040</b>
1.6 BlueHdi (100) S&S Feel	<b>C</b>	65.7	14.3	109	14	<b>£16740</b>
1.6 BlueHdi (100) XTR	<b>C</b>	65.7	12.4	113	15	<b>£17890</b>
1.6 BlueHdi (100) ETG XTR	<b>B</b>	67.3	14.3	109	15	<b>£18440</b>
1.6 BlueHdi (120) XTR	<b>C</b>	64.2	11.4	115	17	<b>£18540</b>

Feel Edition: add £1400 to Feel

## C3 Picasso - 4078x1730mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 108th

1.2 PureTech (110) Edition	<b>C</b>	56.5	11.8	115	14	<b>£15805</b>
1.2 PureTech (110) Platinum	<b>C</b>	56.5	11.8	115	14	<b>£16805</b>
1.6 BlueHdi (100) Edition	<b>B</b>	72.4	13.3	101	16	<b>£16805</b>
1.6 BlueHdi (100) Platinum	<b>B</b>	72.4	13.3	101	16	<b>£17870</b>

## C4 Picasso - 4428x1826mm, EURO-NCAP N/A

## DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	<b>C</b>	56.5	N/A	115	16	<b>£18270</b>
1.6 BlueHdi (100) VTR	<b>A</b>	74.3	14.3	99	15	<b>£18725</b>
1.2 PureTech (130) VTR+	<b>C</b>	56.5	N/A	115	16	<b>£19570</b>
1.6 BlueHdi (100) VTR+	<b>A</b>	74.3	14.3	99	15	<b>£20025</b>
1.6 BlueHdi (120) VTR+	<b>A</b>	74.3	12.6	100	20	<b>£20785</b>
1.6 BlueHdi (120) Exclusive	<b>A</b>	74.3	12.6	100	20	<b>£22085</b>
1.6 THP (165) EA76 Exclusive	<b>D</b>	50.4	8.4	130	21	<b>£22710</b>
2.0 BlueHdi (150) Exclusive	<b>B</b>	67.3	9.8	102	24	<b>£23050</b>

Auto: add £1350 to 1.6 BlueHdi (120) and 2.0 BlueHdi (150), Exclusive+: add £2360 to Exclusive

## Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

## DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	<b>C</b>	56.5	N/A	115	16	<b>£19970</b>
1.6 BlueHdi (100) VTR	<b>A</b>	74.3	14.3	99	15	<b>£20425</b>
1.2 PureTech (130) VTR+	<b>C</b>	56.5	N/A	115	16	<b>£22170</b>
1.6 BlueHdi (100) VTR+	<b>A</b>	74.3	14.3	99	15	<b>£21725</b>
1.6 BlueHdi (120) VTR+	<b>A</b>	74.3	12.6	100	20	<b>£22485</b>
1.6 BlueHdi (120) Exclusive	<b>A</b>	74.3	12.6	100	20	<b>£23785</b>
1.6 THP (165) EA76 Exclusive	<b>D</b>	50.4	8.4	130	21	<b>£24410</b>
2.0 BlueHdi (150) Exclusive	<b>B</b>	67.3	9.8	102	24	<b>£24750</b>

Auto: add £1350 to 1.6 BlueHdi (120) and 2.0 BlueHdi (150), Exclusive+: add £2360 to Exclusive

## DACIA

www.dacia.co.uk / Brochure: 0800 991 199 / Dealers: 127

Warranty: 3 years/60000 miles

## Sandero - 4057x1733mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 53rd

1.2 16v (75) Access	<b>E</b>	48.7	14.5	135	2	<b>£5995</b>
1.2 16v (75) Ambiance	<b>E</b>	48.7	14.5	135	2	<b>£6795</b>
0.9 Tce (90) Ambiance	<b>C</b>	56.5	11.1	116	6	<b>£7595</b>
1.5 dCi (90) Ambiance	<b>A</b>	74.3	12.1	99	8	<b>£8595</b>

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

## Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

## DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	<b>D</b>	52.3	11.1	124	7	<b>£8395</b>
1.5 dCi (90) Ambiance	<b>B</b>	70.6	12.1	105	10	<b>£9395</b>

Laureate: add £1800 to Ambiance

## Logan - 4450x1740mm, EURO-NCAP☆☆

## DRIVER POWER POS: 48th

1.2 16v (75) Access	<b>E</b>	48.7	14.5	135	4	<b>£6995</b>
1.2 16v (75) Ambiance	<b>E</b>	48.7	14.5	135	4	<b>£7795</b>
0.9 Tce (90) Ambiance	<b>C</b>	56.5	11.1	116	9	<b>£8595</b>
1.5 dCi (90) Ambiance	<b>A</b>	74.3	12.1	99	11	<b>£9595</b>

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

## Duster - 4316x1822mm, EURO-NCAP N/A

## DRIVER POWER POS: 91st

1.6 16v (105) Access 2WD	<b>G</b>	39.8	11.5	165	6	<b>£9495</b>
1.6 16v (105) Ambiance 2WD	<b>G</b>	39.8	11.5	165	6	<b>£10495</b>
1.5 dCi (120) Prestige	<b>D</b>	56.5	11.8	130	10	<b>£11995</b>
1.5 dCi (110) Laureate 2WD	<b>D</b>	56.5	11.8	130	11	<b>£13495</b>

4WD: add £2000, Laureate Prime: add £2000 to Laureate

## DS

www.drivesds.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

## DS 3 (NEW) - 3948-3962x1715-1717mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 67th

1.2 PureTech (82) Chic	<b>B</b>	61.4	12.3	107	N/A	<b>£13995</b>
1.2 PureTech (110) Chic	<b>A</b>	65.7	9.6	100	N/A	<b>£15295</b>
1.2 PureTech (110) Elegance	<b>A</b>	65.7	9.6	100	N/A	<b>£16395</b>
1.2 PureTech (130) Elegance	<b>B</b>	62.8	N/A	105	N/A	<b>£16895</b>
1.6 BlueHdi (100) Chic	<b>A</b>	83.1	10.8	87	N/A	<b>£18995</b>
1.6 BlueHdi (100) Elegance	<b>A</b>	83.1	10.8	87	N/A	<b>£16995</b>
1.6 BlueHdi (120) Elegance	<b>A</b>	78.5	9.3	94	N/A	<b>£17595</b>
1.6 BlueHdi (120) Ultra Prestige	<b>A</b>	78.5	9.3	94	N/A	<b>£20995</b>
1.6 THP (165) Prestige	<b>D</b>	50.4	7.5	129	N/A	<b>£19295</b>
1.6 THP (165) Ultra Prestige	<b>D</b>	50.4	7.5	129	N/A	<b>£20795</b>
1.6 THP (210) Performance	<b>D</b>	52.3	N/A	125	N/A	<b>£20945</b>

Auto: add £1500 to 1.2 PureTech (110), DS 3 Cabrio: add £2300 (selected models), add £1850 to Performance, Prestige: add £1900 to Elegance (not PureTech (110) manual), Performance Black: add £2,000 to Performance

## DS 4 - 4275x1810mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 123rd

1.2 PureTech (130) Elegance	<b>C</b>	55.4	9.9	119	17	<b>£19595</b>
1.2 PureTech (130) Prestige	<b>C</b>	54.3	9.9	120	19	<b>£20845</b>
1.6 THP (165) EA76 Prestige	<b>D</b>	50.4	8.7	130	22	<b>£22545</b>
1.6 THP (210) Prestige	<b>E</b>	47.9	7.8	138	27	<b>£23095</b>
1.6 BlueHdi (120) Elegance	<b>A</b>	74.3	10.9	100	20	<b>£21345</b>
2.0 BlueHdi (150) Elegance	<b>A</b>	74.3	8.8	100	24	<b>£22345</b>
1.6 BlueHdi (120) Prestige	<b>B</b>	72.4	10.9	103	22	<b>£22595</b>
1.6 BlueHdi (150) Prestige	<b>B</b>	72.4	8.8	103	26	<b>£23595</b>
2.0 BlueHdi (180) EA76 Prestige	<b>C</b>	64.2	8.6	115	27	<b>£25595</b>

Auto: add £1200 to BlueHdi (120), DS 4 Crossback, add £1,000 to Prestige (not 1.6 THP, 2.0 BlueHdi (





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## DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24795
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25495
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£26295
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26645
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£28095
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28845
2.0 EcoBoost (240) auto Titan Spt	I	35.8	8.4	180	26	£31695
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32645
2.0 TDCi (180) auto AWD Tit'm Spt	F	48.7	10.5	149	24	£33345
Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150). Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium						

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

## Galaxy - 4848x1916mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26695
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27845
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28595
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28995
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£30395
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£31195
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35595
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36545

Auto: add £1550 to 2.0 TDCi (net 120), 5WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (net 1.5 EcoBoost)

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £1300 to Titanium (not 1.5 EcoBoost)

## EcoSport - 4235x1765mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14445
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15345
1.5 TDCi (95) Zetec	C	64.2	14.0	115	N/A	£16095
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17245

Auto: add £1500 to 1.5 (112). Titanium: add £1300 to Zetec

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

## Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited K	36.2	12.3	206	12	£27749	
3.2 TDCi (200) Double Cab Limited M	29.1	10.3	256	12	£28949	
3.2 TDCi (200) Dub Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak,  
Limited 2: add £600 to Limited

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

## Kuga - 4524x1838mm, EURO-NCAP N/A

## DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBst auto Zetec AWD	I	36.7	9.7	179	21	£25150
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26595

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

## Edge - 4778x1928mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

2.0 TDCi (180) Zetec AWD	F	48.7	9.9	149	25	£29995
2.0 TDCi (180) Titanium AWD	F	48.7	9.9	149	26	£32245
2.0 TDCi (210) auto Titanium AWD	F	48.7	9.4	149	30	£34495
2.0 TDCi (180) Sport AWD	G	47.9	9.9	152	26	£34495
2.0 TDCi (210) auto Sport AWD	G	47.9	9.4	152	30	£36745

## Mustang - 4784x1916mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995
Auto: add £1500, Convertible: add £4000						

Auto: add £1500, Convertible: add £4000

## GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/125000 miles

## Steed - 5040x1800mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

## HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60000 miles

## Jazz - 3995x1694mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14995
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15995
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£17705

Auto: add £1100

Auto: add £1100

## Civic - 4300x1770mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 41st

1.4i-VTEC S	D	52.3	13.4	129	8	£16470
1.8i-VTEC S	E	48.7	9.1	137	16	£17970
1.8i-VTEC SE Plus	F	46.3	9.1	145	16	£19935
1.8i-VTEC SR	F	46.3	9.1	145	17	£22560
1.8i-VTEC Sport	F	46.3	9.1	145	17	£19985
1.6i-DTEC S	A	78.5	10.5	94	18	£19190
1.6i-DTEC SE Plus	A	78.5	10.5	94	18	£21140
1.6i-DTEC Sport	A	78.5	10.5	98	18	£21190
1.6i-DTEC SR	A	78.5	10.5	94	18	£23765
2.0i-VTEC Type R	H	38.7	5.7	170	33	£29995
2.0i-VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.4i-VTEC SE Plus; add £1990 to 5, EX Plus; add £1800 to 1.8i-VTEC SR, £2000 to 1.6i-DTEC SR, Civic Tourer; add £1000-£1550 (n/c 1.4, Type R)

Auto: add £1400-£1415 to 1.8i-VTEC SE Plus; add £1990 to 1.6i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4i, Type R)

## HR-V - 4294x1772mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.5i-VTEC (130) S	D	50.4	10.7	130	21	£18495
1.5i-VTEC (130) SE	D	50.4	10.7	130	21	£20690
1.5i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£25425
1.6i-DTEC (120) S	B	70.6	10.1	104	23	£20245
1.6i-DTEC (120) SE	B	70.6	10.1	104	23	£22440

Auto: add £970 to 1.5i-VTEC (not S), EX: add £3450 to SE

Auto: add £970 to 1.5i-VTEC (not S), EX: add £3450 to SE

## CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 21st

2.0i-VTEC S 2WD	H	39.2	10.0	168	24	£22770
2.0i-VTEC SE 4WD	H	38.2	10.2	173	24	£26105
2.0i-VTEC SR 4WD	I	37.2	10.2	177	25	£28145
2.0i-VTEC EX 4WD	I	37.2	10.2	177	25	£31035
1.6i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23855
1.6i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£29145
1.6i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£28060
1.6i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£31175
1.6i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£33060

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

## HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

## i10 - 3665x1660mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8995
1.0 S Air	B	60.1	14.9	108	1	£9675
1.0 SE	B	60.1	14.9	108	1	£10075
1.2 SE	C	57.6	12.3	114	4	£10575
1.0 SE Blue Drive	A	65.7	15.1	98	1	£10325
1.0 Premium	B	60.1	14.9	108	1	£10775
1.2 Premium	C	57.6	12.3	114	4	£11275

Auto: add £650 to 1.2, Premium SE: add £1135 to 1.2 Premium

Auto: add £650 to 1.2, Premium SE: add £1135 to 1.2 Premium

## i20 - 4035x1734mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.2 (75) S 5dr	C	58.9	13.6	112	4	£10995
1.1 CRDi (75) S Blue 5dr	A	88.3	16.0	84	6	£12745
1.2 (84) SE 5dr	C	55.4	13.1	119	6	£13025
1.0 T-GDi (100) SE 5dr	A	65.7	N/A	99	10	£14025
1.1 CRDi (75) SE 5dr	B	70.6	16.0	103	6	£14525
1.4 CRDi (90) SE 5dr	B	68.9	12.1	106	10	£15025
1.2 (84) Premium 5dr	C	55.4	13.1	119	7	£14025
1.0 T-GDi (100) Premium 5dr	B	62.8	N/A	104	10	£15025
1.4 CRDi (90) Premium 5dr	B	68.9	12.1	106	12	£16025
1.0 T-GDi (120) Premium 5dr	C	58.9	10.2	112	11	£15525
1.4 (100) auto SE 5dr	F	46.3	N/A	143	9	£14525
1.4 (100) auto Premium 5dr	F	44.1	N/A	148	8	£15525

S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.0 T-GDi SE), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 and 1.0 T-GDi)

## i30 - 4300x1780mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	8	£15295
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	11	£17295
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16595
1.6 (120) auto SE Sdr	G	41.5	11.9	158	10	£18195
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18595
1.6 (120) Premium Sdr	F	44.8	11.9	145	12	£20595
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	13	£22395
1.6T-GDi (186) Turbo SE Sdr	H	38.7	8.0	169	21	£22600

Auto: add £1300 to 1.6 CRDi SE and Premium, 130 Tourer: add £1100 (not 1.4). Turbo SE Sdr: add £500 to Turbo SE Sdr

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

## i40 - 4740x1815mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	12.4	110	13	£19695
1.7 CRDi (141) BD S	C	63.0	10.3	114	18	£20495
1.7 CRDi (115) BD SE Nav	B	66.0	12.4	110	13	£21695
1.7 CRDi (141) BD SE Nav	C	63.0	10.3	114	19	£22495
1.7 CRDi (115) BD Premium	C	66.0	12.4	118	13	£25695
1.7 CRDi (141) DCT BD Premium	D	43.0	10.3	129	19	£27595

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

## ix20 - 4100x1765mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.2d auto Q30 Premium DCT	C	64.2	N/A	116	21	£25750
1.5d Sport	B	67.3	12.0	109	14	£26180
2.2d auto Q30 Sport DCT	C	62.8	N/A	117	22	£29380
2.0t Sport	G	42.2	N/A	156	26	£31930
Auto: add £1500 to 1.5d Premium, 4WD: add £1550 to 2.2d DCT, Business Executive: add £2530 to Premium, Premium Tech: add £13500 to Premium						

<b>Q50</b> - 4790-4800x1820mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.2d Q50 SE	C	64.2	8.5	114	39	£28950
2.2d Q50 Premium	C	64.2	8.5	114	40	£31350
2.2d Q50 Sport	C	64.2	8.5	114	40	£33720
3.5 V6 auto Q50 Hybrid Sport	F	45.6	5.1	144	42	£40700
3.5 V6 at Q50 Hybrid Sport AWD	G	41.5	5.4	159	42	£42350
Auto: add £1550 to 2.2d						

<b>Q70</b> - 4945x1845mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.5 V6 auto Q70 Premium Hybrid F	A	45.6	5.3	145	43	£43250
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£33400
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£36600
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44850

<b>QX50</b> - 4635-4645x1800mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0d V6 auto QX50	K	33.2	7.9	224	46	£34490
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38445
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38980
Premium spec: add £3600 to GT models						

<b>QX70</b> - 4865x1925mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£43100
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£45350
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£43250
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£45350
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54750
Premium spec: add £4450 to GT and S models						

<b>ISUZU</b>						
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97						
Warranty: 5 years/125000 miles						
<b>D-Max</b> - 5295x1860mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.5D Eliger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

<b>JAGUAR</b>						
www.jaguar.co.uk / Brochure: 0345 303 2303 / Dealers: 97						
Warranty: 3 years/unlimited miles						

<b>XE</b> - 4672x1850mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£23225
2.0d (163) Portfolio	A	75.0	7.9	99	24	£23975
2.0d (180) SE	B	67.3	7.4	109	27	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£32025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£30395
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0 V6 S/C (340) auto S	J	34.9	4.9	194	35	£44995
Auto: add £1750 to 2.0d, 4WD: add £1800 to 2.0d (180) auto, Prestige: add £1000 to SE						

<b>XF</b> - 4954x1987mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.0d (163) Prestige	B	71.7	8.2	104	25	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	25	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	25	£36400
2.0d (180) Prestige	C	65.7	7.5	114	27	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	27	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	27	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	42	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	38	£49950
Auto: add £1750, 4WD: add £1800 to 2.0d (180) auto						

<b>XJ</b> - 5122-5247x1894mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> 7th						
3.0D V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0D V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0D V6 auto Portfolio	F	49.6	5.9	149	49	£69075
3.0 V6 S/C auto R-Sport	F	49.6	5.9	149	49	£70795
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£73535
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£75435
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£99350
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£91755
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £7525 to 3.0D Portfolio LWB						

<b>F-Pace</b> - 4731x1936mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.0d (180) Prestige	D	57.7	8.5	129	N/A	£34170
2.0d (180) AWD Prestige	E	54.3	8.2	134	N/A	£36110
2.0d (180) auto AWD Prestige	E	53.3	8.2	139	N/A	£37860
3.0d V6 (300) auto AWD S	G	47.1	5.8	159	N/A	£51450
3.0 V6 S/C (380) auto AWD S	K	31.7	5.1	209	N/A	£51450
3.0d V6 (300) auto AWD First Ed	G	47.1	5.8	159	N/A	£65275
R-Sport: add £2500 to Prestige, Portfolio: add £2500 to R-Sport						

<b>F-Type</b> - 4470x1923mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> 34th						
3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51760
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60760
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86810
5.0 V8 S/C (575) AWD at SVR Cpe	M	25.0	3.5	269	50	£110000
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models						

<b>JEEP</b>						
www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73						
Warranty: 3 years/60000 miles						
<b>Renegade</b> - 4236x1805mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£17295
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£19195
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18995
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£20395
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20895
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£23395
2.0 M'jet (170) auto 4WD Low L'td	G	48.7	8.9	151	15	£27795
2.0 M'jet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£28595
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude						

<b>Wrangler</b> - 4223-4751x1873-1877mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£30225
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31895
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£31895
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£33045
Wrangler Special Order programme: prices from £29025-£33445						

<b>Cherokee</b> - 4623x1859mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£26095
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£28095
2.0 M'Jet (185) auto L'tude 4x4	G	48.7	10.3	154	27	£30845
3.2 V6 auto Trailhawk 4x4	K	29.4	8.4	223	35	£38545
Longitude Plus: add £2200, Limited: add £5700						

<b>Grand Cherokee</b> - 4822x1943mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> 35th						
3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£38895
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£41495
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£44495
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£48195
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£51995
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£65995

<b>KIA</b>						
www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170						
Warranty: 7 years/100000 miles						
<b>Picanto</b> - 3595x1595mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 125th						
1.0 1 3dr	B	62.8	14.1	105	2	£8345
1.25 CRi 3dr	B	61.4	11.5	106	6	£11495
1.0 2 3dr	B	62.8	14.1	105	2	£10145
1.25 2 3dr	B	61.4	11.5	106	5	£10745
1.25 3 3dr	B	61.4	11.5	106	6	£11745
1.25 4 3dr	B	61.4	11.5	106	6	£12295
Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1						

<b>Rio</b> - 4045x1720mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 59th						
1.25 1 3dr	B	56.5	12.9	115	2	£10345
1.25 2 3dr	B	56.5	12.9	115	2	£12245
1.4 2 3dr	B	56.5	11.0	114	7	£13045
1.4 3 3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 3 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1 3dr	A	85.6	16.1	86	2	£17445
1.1 CRDi 2 3dr	A	85.6	16.1	86	2	£17445
1.1 CRDi 2 5dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2 5dr	A	74.3	13.4	98	6	£17445
1.4 4 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4 5dr	A	74.3	13.4	98	7	£17445

Auto: Add €905 to 1.4 2 & 3 5dr; Add €600 to 3dr; SR-7: Add  
£1500 to 1.25 and 1.1 CRDi Rio 1



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Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

3.8 V8 auto GTS **M** 23.9 4.7 274 50 £109635

**GranTurismo** - 4881-4933x1847-1915mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.2 V8 auto **M** 19.8 5.2 330 50 £28890  
4.7 V8 auto MC Stradale **M** 18.2 4.5 360 50 £110745  
4.7 V8 Sport **M** 18.2 4.7 360 50 £91420

**GranCabrio** - 4881-4933x1847-1915mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.7 V8 auto **M** 19.5 5.3 337 50 £98950  
4.7 V8 auto MC **M** 19.5 4.9 337 50 £112380  
4.7 V8 auto Sport **M** 19.5 5.0 337 50 £104545

## MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60000 miles

**2 - 4060x1695mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 (75) SE **B** 60.1 12.1 110 13 £11995  
1.5 (75) SE-L **B** 60.1 12.1 110 13 £12995  
1.5 (90) SE-L **B** 62.8 9.4 105 15 £13995  
1.5 (90) Sport **B** 62.8 9.4 105 16 £14995  
1.5 (115) Sport Nav **C** 56.5 8.7 117 19 £15995  
1.5D (105) SE-L **A** 83.1 10.1 89 15 £15995  
1.5D (105) Sport **A** 83.1 10.1 89 15 £16995  
Auto: add £1200 to 1.5 (90)

**3 - 4465x1795mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 39th

1.5 (100) SE Sdr **C** 55.4 10.8 119 13 £17095  
2.0 (120) SE Sdr **C** 55.4 8.9 119 17 £17395  
2.0 (120) Sport Nav Sdr **C** 55.4 8.9 119 18 £20445  
2.0 (165) Sport Nav Sdr **E** 48.7 8.2 135 22 £22170  
1.5D (105) SE Sdr **A** 74.3 11.0 99 16 £18895  
1.5D (105) Sport Nav Sdr **A** 74.3 11.0 99 17 £21945  
2.2D (150) SE Sdr **B** 68.9 8.1 107 23 £19745  
2.2D (150) Sport Nav Sdr **B** 68.9 8.1 107 24 £22795  
Auto: add £1200 (not 1.5), Fastback: same price as Sdr (not 1.5), diesel auto), SE-L: add £1500 to SE (not 1.5)

**6 - 4870x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 49th

2.0 (145) SE **D** 51.4 9.5 129 18 £19795  
2.0 (165) Sport Nav **E** 47.9 9.1 135 19 £24595  
2.2D (150) SE **B** 68.9 9.0 108 21 £22295  
2.2D (150) Sport Nav **B** 68.9 9.0 108 21 £26395  
2.2D (175) Sport Nav **C** 62.8 7.8 119 23 £26795  
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

**CX-3 - 4275x1785mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 (120) 2WD SE **E** 47.9 9.0 137 17 £17595  
2.0 (120) 2WD SE-L **E** 47.9 9.0 137 16 £18995  
2.0 (120) 2WD Sport Nav **E** 47.9 9.0 137 17 £20495  
2.0 (150) 4WD Sport Nav **F** 44.1 8.7 150 19 £22495  
1.5D (105) SE **B** 70.6 10.1 105 15 £18995  
1.5D (105) SE-L **B** 70.6 10.1 105 13 £20395  
1.5D (105) Sport Nav **B** 70.6 10.1 105 15 £21895  
Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

**CX-5 - 4540x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 64th

2.0 (165) SE-L Nav **E** 47.1 9.2 139 17 £23195  
2.0 (165) Sport Nav **E** 47.1 9.2 139 18 £25695  
2.2D (150) SE-L Nav **C** 61.4 9.2 119 20 £24995  
2.2D (150) SE-L Lux Nav **C** 61.4 9.2 119 20 £26595  
2.2D (150) Sport Nav **C** 61.4 9.2 119 21 £27495  
2.2D (175) Sport Nav 4WD **E** 54.3 8.8 136 23 £29795  
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

**MX-5 - 3890x1730mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5i SE **E** 53.3 8.3 139 22 £18495  
1.5i SE-L **E** 53.3 8.3 139 22 £19245  
1.5i Sport **E** 53.3 8.3 139 22 £21845  
2.0i SE-L **G** 40.9 7.3 161 27 £20095  
2.0i Sport **G** 40.9 7.3 161 27 £22695  
Sport: add £2600 to SE-L

## MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

**A-Class - 4292x1780mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 119th

1.6 A 180 SE **D** 51.4 8.9 127 21 £21065  
1.5 A 180 d SE **A** 80.7 11.3 89 17 £22140  
1.5 A 200 d SE **B** 74.3 9.3 106 21 £23215  
1.6 A 180 Sport **E** 50.4 8.9 131 21 £22190  
1.5 A 180 d Sport **B** 72.4 11.3 102 17 £23135  
1.6 A 200 Sport **E** 49.6 8.1 132 25 £23715  
2.1 A 200 d Sport **C** 65.7 9.3 111 21 £24210  
1.6 A 180 AMG Line **E** 49.6 8.9 134 21 £23485  
1.5 A 180 d AMG Line **B** 68.9 11.3 107 17 £24430  
1.6 A 200 AMG Line **E** 49.6 8.1 134 25 £25010  
2.1 A 200 d AMG Line **C** 62.8 9.3 116 21 £25505  
2.0 T A 250 AMG **G** 41.5 6.3 158 31 £29030  
2.1 DCT A 220 d Motorsport Ed **B** 67.3 7.5 109 27 £31635  
2.0 T DCT AMATIC A 45 AMG **G** 40.9 4.2 162 44 £39995  
Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT

**B-Class - 4393x1786mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 118th

1.6 B 180 SE **D** 50.4 9.0 129 19 £21825  
1.6 B 180 Sport **E** 49.6 9.0 132 15 £22590  
1.6 B 180 AMG Line **E** 49.6 9.0 132 19 £24245  
1.6 B 200 SE **D** 50.4 8.2 130 19 £23350  
1.6 B 200 Sport **E** 49.6 8.2 132 23 £24475  
1.5 B 180 d AMG Line **E** 49.6 8.2 132 23 £25770  
1.5 B 180 d SE **E** 70.6 11.6 104 15 £22800  
1.5 B 180 d Sport **B** 68.9 11.6 107 16 £23895  
1.5 B 180 d AMG Line **B** 68.9 11.6 107 16 £25190

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

2.1 B 200 d SE **B** 67.3 9.4 109 19 £23975  
2.1 B 200 d Sport **C** 65.7 9.4 112 19 £24970  
2.1 B 200 d AMG Line **C** 65.7 9.4 112 19 £26265  
2.1 DCT B 220 d Sport **B** 67.3 8.3 108 20 £27850  
2.1 DCT B 220 d AMG Line **B** 67.3 8.3 108 20 £29145  
132kW ED Sport **A** N/A 7.9 0 20 £27275  
132kW ED Electric Art **A** N/A 7.9 0 20 £27570  
Auto: add £1450, 4MATIC: add £1500 to B 220 d DCT

**CLA-Class - 4630x1777mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.1 CLA 200 d Sport **C** 64.2 9.4 117 25 £27200  
2.1 DCT CLA 220 d Sport **C** 62.8 8.2 117 28 £30080  
1.6 CLA 180 Sport **D** 50.4 9.3 130 24 £25050  
2.0 T CLA 250 AMG **G** 42.8 6.6 154 35 £32130  
2.0 T DCT CLA 45 AMG **G** 39.8 4.6 161 45 £42660  
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 d DCT, £1535 to CLA 250 AMG DCT

**C-Class - 4686x1810mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 42nd

2.0 C 200 AMG Line **E** 53.3 7.5 132 31 £31285  
2.0 C 200 d AMG Line **E** 68.9 9.7 106 26 £32870  
2.0 C 200 d SE **B** 72.4 9.7 101 25 £29380  
2.0 C 200 SE **D** 53.3 7.5 123 29 £27665  
2.1 C 220 d AMG Line **B** 70.6 7.7 108 31 £33665  
2.1 C 220 d SE **B** 70.6 7.7 103 29 £30175  
2.1 auto C 250 d AMG Line **C** 65.7 6.6 117 37 £36320  
2.1 auto C 250 d SE **B** 65.7 6.6 109 35 £32830  
2.1 auto C 300 h AMG Line **A** 78.5 6.4 100 37 £38930  
2.1 auto C 300 h SE **A** 78.5 6.4 94 36 £35440  
2.1 auto C 350 h Sport **A** 134.5 5.9 48 38 £53270  
4.0 V8T auto AMG C 63 **J** 34.5 4.1 192 47 £60600  
4.0 V8T auto AMG C 63 S **J** 34.5 4.0 192 48 £66810  
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

**E-Class (NEW) - 4923x1852mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 auto E 220 d SE **B** 72.4 7.3 102 N/A £35935  
2.0 auto E 220 AMG Line **C** 72.4 7.3 112 N/A £38430  
3.0 auto E 350 d SE **E** 54.3 5.9 136 N/A £44930  
3.0 auto E 350 d AMG Line **F** 54.3 5.9 144 N/A £47425

**CLS-Class - 4940x1881mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto CLS 220 d AMG Line **D** 56.5 8.5 129 43 £46500  
3.0 auto CLS 350 d AMG Line **F** 52.3 6.5 142 48 £50695  
3.5 auto CLS 400 AMG Line **H** 38.7 5.3 170 47 £55855  
5.5 V8T MCT AMG CLS 63 **L** 28.5 4.1 231 50 £86510  
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

**S-Class - 5116x5453x1899mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto S 300 h AMG Line L **C** 61.4 7.6 120 50 £73375  
3.0 auto S 350 d SE Line L **F** 51.4 6.8 146 49 £67995  
3.0 auto S 350 d AMG Line **G** 51.4 6.8 151 50 £68990  
3.5 auto S 400 h SE Line L **F** 44.8 6.8 147 49 £72020  
3.0 auto S 500 e AMG Line L **A** 100.9 5.2 65 49 £89290  
4.6 V8 auto S 500 AMG Line L **K** 31.7 4.8 207 50 £89790  
6.0 V12 auto S 600 AMG Line L **M** 25.5 4.6 259 50 £142735  
6.0 V12 auto S 600 Maybach L **M** 24.1 5.0 274 50 £165710  
5.5 V8T auto AMG S 63 **L** 28.0 4.4 237 50 £121690  
6.0 V12T auto AMG S 65 **M** 23.7 4.3 279 50 £182750  
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

**Citan - 4321-4705x1829mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 108 CDI Tourer Long **C** 65.7 N/A 112 7 £21004  
1.5 109 CDI Tourer Long **C** 65.7 N/A 112 9 £21340  
1.5 111 CDI Tourer Long **D** 64.2 N/A 123 14 £23188  
1.2 112 Tourer **E** 46.3 N/A 140 12 £20716  
Extra-Long 7seats: add £1812 to 111 CDI

**V-Class - 4895-5370x1928mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto V220 d SE **G** 45.6 11.8 163 31 £41845  
2.1 auto V250 d SE **H** 44.8 9.1 166 33 £43520  
2.1 auto V220 d Sport **G** 45.6 11.8 163 33 £44340  
2.1 auto V250 d Sport **H** 44.8 9.1 166 37 £46015  
Extra Long: add £1535

**GLA-Class - 4417x1804mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.1 GLA 200 d Sport **C** 62.8 10.0 119 25 £27385  
2.1 DCT GLA 220 d 4MATIC Sport **E** 55.4 8.3 132 28 £31765  
2.0 T DCT GLA 250 4MATIC Sport **G** 42.8 7.1 154 33 £31450  
2.0 T DCT GLA 45 AMG **H** 37.7 4.8 175 44 £44855  
Auto: add £1450 to GLA 200 d, 4MATIC: add £1630 to GLA 200 d DCT, AMG Line: add £1000

**GLC-Class - 4656x1890mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.1 auto GLC 220 d 4MATIC SE **D** 56.0 8.3 129 27 £34950  
2.1 auto GLC 250 d 4MATIC SE **D** 56.0 7.6 129 32 £36105  
Sport: add £2495, AMG Line: add £3990

**GLE-Class - 4819x1935mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto GLE 250 d 4MATIC Sport **G** 47.9 8.6 155 41 £49280  
3.0 auto GLE 350 d 4MT AMG Line **I** 42.8 7.1 179 45 £56280  
3.0 auto GLE 500 e 4MT AMG Line **A** 76.4 5.3 84 49 £56280  
5.5 V8T aut 4MAT AMG GLE 63 S **M** 23.9 4.2 276 50 £94405  
AMG Line: add £2400 to Sport, designo Line: add £2925 to AMG Line (not 250 d)

**GLE-Class Coupe - 4900x2003mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 aut GLE 350 CDI 4MT AMG L **J** 39.2 7.0 187 45 £60680  
3.0 auto GLE 450 4MAT AMG Line **K** 31.7 5.7 209 47 £62800  
5.5 V8T aut 4MAT AMG GLE 63 S **M** 23.7 4.2 278 50 £96555  
designo Line: add £2925 to AMG Line

**GLS-Class - 5141x1982mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 aut GLS 350 d 4MT AMG Line	<b>J</b>	37.2	7.8	199	50	£69100
3.0 aut GLS 350 d 4MT designo Li	<b>J</b>	37.2	7.8	199	50	£78095
5.5 V8Tt aut 4MAT GLS 63 AMG S	<b>M</b>	23.0	4.6	288	50	£102330
<b>G-Class - 4763x1855mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto G 350 d 4MATIC	<b>M</b>	25.2	9.1	295	50	£87795
5.5 V8Tt auto AMG G 63 4MATIC	<b>M</b>	20.5	5.4	322	50	£131675
5.5 V8Tt at AMG G 63 Colour Ed	<b>M</b>	20.5	5.4	322	50	£131675
5.5 V8Tt at AMG G 63 Edition 463	<b>M</b>	20.5	5.4	322	50	£149970
<b>C-Class Coupe - 4696x4750x1810-1877mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
2.0 C 200 Sport	<b>D</b>	53.3	7.7	123	32	£30955
2.0 C 300 Sport	<b>F</b>	44.8	6.0	146	36	£35460
2.1 C 220 d Sport	<b>B</b>	68.9	7.8	106	31	£33465
2.1 C 250 d Sport	<b>B</b>	67.3	6.7	109	37	£36120
4.0 V8Tt auto AMG C 63	<b>J</b>	32.8	4.0	200	47	£61160
4.0 V8Tt AMG C 63 S	<b>J</b>	32.8	3.9	200	48	£67910
Auto: add £1500, AMG Line: add £1495-£1625						
<b>E-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> 6:1st						
2.1 auto E 200 AMG Line	<b>E</b>	47.1	7.8	140	41	£38635
2.1 auto E 220 d AMG Line	<b>D</b>	57.7	8.3	129	40	£39310
2.0 auto E 350 d AMG Line	<b>E</b>	54.3	6.2	136	47	£42640
3.0 auto E 400 AMG Line	<b>G</b>	40.9	5.2	161	46	£46425
E-Class Cabriolet: add £3370-£3500						
<b>S-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
4.6 auto S 500 AMG Line	<b>K</b>	49.6	4.6	219	50	£96195
5.5 V8Tt auto AMG S 63	<b>L</b>	47.1	4.2	237	50	£125605
6.0 V12Tt auto AMG S 65	<b>M</b>	37.2	4.1	279	50	£183075
<b>SLC-Class - 4134x1810mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
2.0 SLC 200 Sport	<b>F</b>	43.5	7.0	150	N/A	£30495
2.1 auto SLC 250 d Sport	<b>C</b>	70.6	6.6	114	N/A	£32995
2.0 SLC 200 AMG Line	<b>F</b>	43.5	7.0	150	N/A	£34495
2.1 auto SLC 250 d AMG Line	<b>C</b>	70.6	6.6	114	N/A	£36995
2.0T auto SLC 300 AMG Line	<b>E</b>	47.1	5.8	138	N/A	£39385
3.0 V6Tt auto AMG SLC 43	<b>I</b>	36.2	4.7	178	N/A	£46355
Auto: add £1485 to SLC 200						
<b>SL-Class - 4617x1877mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
4.0 V6Tt auto SL 400 AMG Line	<b>H</b>	36.7	4.9	175	50	£73805
4.6 V8 auto SL 500 AMG Line	<b>K</b>	31.4	4.3	205	50	£82850
5.5 V8Tt auto AMG SL 63	<b>L</b>	28.0	4.1	234	50	£114100
6.0 V12Tt auto AMG SL 65	<b>M</b>	23.7	4.0	279	50	£173295
Mille Miglia 417 Ed: add £11760 to SL 400, add £12050 to SL 500						
<b>AMG GT - 4546x1939mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
4.0 V8Tt (462) DCT AMG GT	<b>K</b>	30.4	4.0	216	50	£97200
4.0 V8Tt (510) DCT AMG GT S	<b>K</b>	30.1	3.8	219	50	£110500
<b>MG</b>						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/60000 miles						
<b>MG3 - 4018x1729mm, EURO-NCAP☆☆☆</b>						
<b>DRIVER POWER POS:</b> 10th						
1.5 (106) 3 Time	<b>D</b>	51.5	10.4	124	4	£8399
1.5 (106) 3 Form	<b>D</b>	51.5	10.4	124	4	£9599
1.5 (106) 3 Form Sport	<b>D</b>	51.5	10.4	124	4	£9899
1.5 (106) 3 Style	<b>D</b>	51.5	10.4	124	4	£10499
1.5 (106) 3 Style Lux	<b>D</b>	51.5	10.4	124	4	£10999
<b>MG6 - 4651x1827mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> 28th						
1.9 DTI-TECH S 5dr	<b>C</b>	61.4	8.4	119	17	£13995
1.9 DTI-TECH TS 5dr	<b>C</b>	61.4	8.4	119	17	£16195
1.9 DTI-TECH TL 5dr	<b>C</b>	61.4	8.4	119	17	£17995
<b>MINI</b>						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
<b>MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS:</b> 9th						
1.2T One	<b>B</b>	61.4	9.9	108	20	£13935
1.5 One D	<b>A</b>	83.1	11.0	89	20	£15075
1.5T Cooper	<b>B</b>	52.0	7.9	105	20	£16085
1.5 Cooper D	<b>A</b>	74.0	9.2	92	17	£16635
2.0T Cooper S	<b>E</b>	49.0	6.8	133	28	£18840
2.0 Cooper SD	<b>B</b>	68.7	7.4	106	23	£19635
2.0T John Cooper Works	<b>G</b>	42.2	6.3	155	29	£23050
2.0T Challenge 210 Edition	<b>E</b>	48.7	N/A	136	N/A	£29990
Auto: add £1270 to One, Cooper, Cooper D, £1495 to Cooper S, £1330 to JCW, £1325 to Challenge, 5dr: add £600 (not JCW, Challenge)						
<b>Clubman - 4253x1800mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS:</b> N/A						
1.5T Cooper	<b>C</b>	55.4	9.1	118	17	£19995
2.0T Cooper S	<b>F</b>	45.6	7.2	144	22	£22755
2.0 Cooper D	<b>B</b>	68.9	8.6	109	18	£22665
2.0 Cooper SD	<b>C</b>	62.8	7.4	119	N/A	£24810
Auto: add £1495 to Cooper, £1595 to Cooper D, £1700 to Cooper S, £1160 to Cooper SD, ALL4: add £1550 to Cooper S, £1440 to Cooper SD						
<b>Convertible - 3821x1727mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> N/A						
1.5T Cooper	<b>C</b>	55.4	8.8	114	N/A	£18475
2.0 Cooper D	<b>A</b>	70.6	10.3	100	N/A	£20225
2.0T Cooper S	<b>E</b>	47.1	7.3	139	N/A	£22430
2.0T John Cooper Works	<b>G</b>	43.5	6.5	152	N/A	£26630

Auto: add £1270 to Cooper, Cooper D, £1625 to Cooper S, £1575 to John Cooper Works

#### Paceman - 4110x1789mm, EURO-NCAP N/A

**DRIVER POWER POS:** N/A

1.6 Cooper	<b>E</b>	47.1	10.4	140	16	£19115
1.6 Cooper D	<b>C</b>	64.2	10.8	115	15	£20345
1.6T Cooper S	<b>F</b>	46.3	7.5	143	30	£22485
2.0 Cooper SD	<b>D</b>	61.4	9.2	122	20	£23205
1.6T ALL4 John Cooper Works	<b>H</b>	38.2	6.9	172	33	£29575
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

#### Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆

**DRIVER POWER POS:** 113th

1.6 Cooper	<b>E</b>	47.0	10.5	140	16	£18625
1.6 Cooper D	<b>C</b>	64.0	10.9	115	16	£19855
1.6T Cooper S	<b>F</b>	46.0	7.6	143	30	£22005
1.6 One	<b>E</b>	47.0	11.9	139	12	£17105
1.6 One D	<b>C</b>	64.0	12.9	115	13	£18105
2.0 Cooper SD	<b>D</b>	61.0	9.3	122	20	£22725
1.6T ALL4 John Cooper Works	<b>H</b>	38.2	7.0	172	33	£28985
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

#### MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113

Warranty: 5 years/unlimited miles

#### Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆

**DRIVER POWER POS:** N/A

1.2 Mivec Attivo	<b>A</b>	65.7	11.7	100	18	£11054
1.2 Mivec auto Attivo	<b>A</b>	65.7	12.8	99	18	£12054

#### ASX - 4295x1770mm, EURO-NCAP☆☆☆☆

**DRIVER POWER POS:** 95th

1.6 Mivec 2C	<b>E</b>	48.7	11.5	135	15	£15434
1.6 Mivec 2C-M	<b>E</b>	47.9	11.5	136	15	£17684
1.6 Di-D 2C-M	<b>C</b>	61.4	11.2	119	18	£19554
1.6 Di-D 4WD 2C-H	<b>E</b>	56.5	11.2	132	18	£21384
2.2 Di-D auto 4WD 2C-H	<b>G</b>	48.7	10.8	152	23	£25134

#### Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆

**DRIVER POWER POS:** 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£24984
2.2 Di-D GX3	E	52.3	10.2	140	23	£27784
2.2 Di-D GX4	E	52.3	10.2	140	24	£31684
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£29304	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£33954	
2.0 Hybrid auto GX4hs PHEV	A	148.011.0	44	24	£36054	
Auto: add £1700 to GX3, add £1450 to GX4, GX3h+: add £1000 to GX3, GX5h/GX5hs: add £5000 to GX4h/GX4hs						

#### L200 - 5205x1785mm, EURO-NCAP☆☆☆☆

**DRIVER POWER POS:** N/A

2.5 Di-D 4x4i Double Cab	<b>H</b>	44.1	12.2	169	12	£23698
2.5 Di-D Titan Double Cab	<b>H</b>	42.8	10.4	173	13	£24988
2.5 Di-D Warrior Double Cab	<b>H</b>	42.8	10.4	173	13	£27658
2.5 Di-D Barbarian Double Cab	<b>H</b>	42.8	10.4	173	13	£28558
Auto: add £1400 to Warrior/Barbarian, Black: add £2700 to Barbarian						

#### Shogun - 4385-4900x1875mm, EURO-NCAP N/A

**DRIVER POWER POS:** 81st

3.2 Di-DC SWB SG2	<b>K</b>	36.2	9.7	207	32	£29559
3.2 Di-DC SWB Warrior	<b>K</b>	36.2	9.7	207	30	£32479
3.2 Di-DC LWB SG2	<b>K</b>	34.9	10.5	213	32	£31959
3.2 Di-DC auto LWB SG3	<b>K</b>	33.2	11.1	224	34	£35224
Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3, SG5: add £5000 to SG3						

#### MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18

Warranty: 2 years/unlimited miles

#### 3 Wheeler - 3225x1720mm, EURO-NCAP N/A

**DRIVER POWER POS:** N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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#### Roadster - 4010x1630-1751mm, EURO-NCAP N/A

**DRIVER POWER POS:** N/A

1.6 4/4	<b>F</b>	44.1	8.0	143	N/A	£34925
2.0 Plus 4	<b>G</b>	40.4	7.5	162	N/A	£38335
3.7 Roadster	<b>L</b>	28.8	5.5	230	N/A	£48925
4.8 V8 Plus 8	<b>M</b>	23.0	4.5	282	N/A	£74645

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster, auto:  
add £3000 to Plus 8



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>DRIVER POWER POS: 74th</b>						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£27150
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£32250
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT						

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

<b>Panamera</b> - 4970x1931mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£64458
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£68169
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84456
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£83134
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86775
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£94316
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108931
4.8 V8 TTD PDK Panamera Turbo S	L	27.7	4.1	239	50	£132077

### Macan

<b>Macan</b> - 4681x1923mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: N/A</b>						
2.0T PDK Macan	H	39.2	6.9	168	35	£43553
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£46640
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£46177
3.0 V6 PDK Macan GTS	K	31.4	5.2	212	N/A	£55883
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£63235

### Cayenne

<b>Cayenne</b> - 4855x1939x1954mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£50271
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50791
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62154
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62794
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£61540
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£73448
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£94729
4.8 V8 TTD Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£119610

### 718 Boxster

<b>718 Boxster</b> - 4379x1801mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
2.0T 718 Boxster	H	38.8	5.1	168	N/A	£41739
2.5T 718 Boxster S	I	34.9	4.6	184	N/A	£50695
PDK: add £1922						

### Cayman

<b>Cayman</b> - 4380x4438x1801mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
2.7 Cayman	J	34.4	5.7	192	37	£40239
3.4 Cayman S	K	32.1	5.0	206	41	£49478
3.4 Cayman GTS	K	31.4	4.9	211	43	£56092
3.4 Cayman GT4	L	27.4	4.4	238	48	£65376
PDK: add £1782 (add £2351 to GTS, not GT4)						

### 911

<b>911</b> - 4491x4545x1808-1880mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
3.0TT Carrera	J	34.0	4.6	190	47	£76957
3.0TT Carrera S	J	32.5	4.3	199	48	£86402
3.6 Carrera GTS	K	29.7	4.4	223	47	£91793
3.0TT Carrera Cabriolet	J	33.2	4.8	195	50	£85798
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	50	£95393
3.6 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£100527
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£82093
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£91538
3.6 Carrera 4 GTS	L	28.5	4.4	233	50	£96787
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90935
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£100379
3.6 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£105310
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90935
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£100379
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	K	31.0	3.0	212	50	£126925
3.8 PDK Turbo S	K	31.0	2.9	212	50	£145773
3.8 PDK Turbo Cabriolet	K	30.4	3.1	216	50	£135766
3.8 PDK Turbo S Cabriolet	K	30.4	3.0	216	50	£154614
3.8 PDK GT3	M	22.8	3.5	289	49	£101695
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£132451
PDK: add £2238-£2947						

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100,000 miles

### Twizy

<b>Twizy</b> - 2338x1234mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: N/A</b>						
17hp Expression	A	N/A	N/A	0	10	£6895
17hp Dynamique	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

### Twingo

<b>Twingo</b> - 3590x1640mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: N/A</b>						
1.0 5c (70) Expression	B	62.8	12.0	105	2	£9495
1.0 5c (70) Play	B	62.8	12.0	105	3	£9995
1.0 5c (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T Tce (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545
Auto: add £900 to 0.9T Tce, Dynamique S: add £900 to 1.0 5c, Dynamique, Twingo Iconic: same price as Dynamique S						

### Zoe

<b>Zoe</b> - 4084x1730mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: 5th</b>						
75hp Zoe Expression Nav	A	N/A	13.5	0	15	£13445
75hp Zoe Dynamique Nav	A	N/A	13.5	0	16	£15045
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18445
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20045
Battery hire: from £25 per month (included with 'i' models)						

### Clio

<b>Clio</b> - 4062x1731mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS: 70th</b>						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Play	D	51.4	15.4	127	7	£12675
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T Tce (90) Play	B	62.8	12.2	104	9	£13675
0.9T Tce (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Play	A	83.1	11.7	90	13	£14875
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T Tce (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>1.2 Tce (120) EDC GT Line</b>	C	54.3	9.9	120	14	£17725
<b>1.6T (200) EDC Renaultsport</b>	E	47.9	6.7	133	29	£19130
<b>1.6T (200) EDC Renaultsport Lux</b>	E	47.9	6.7	133	29	£20280
<b>1.6T (220) EDC Renaultsport Trophy</b>	E	47.9	6.6	135	29	£21780
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi Play and Dynamique, Iconic: add £1100 to Dynamique S						

### Megane

<b>Megane</b> - 4295x1808mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: 94th</b>						
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£17570
1.2 Energy Tce (115) Limited Nav	C	53.3	10.9	119	16	£19070
1.5 Energy dCi (110) Limited Nav	B	68.9	12.3	106	16	£19745
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£20245
1.6 Energy dCi (130) Limited Nav	B	70.6	9.8	104	17	£20245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 Tce GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000						

### Megane Coupe

<b>Megane Coupe</b> - 4299x1808-1848mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: 94th</b>						
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 Tce GT 220	H	38.7	7.6	169	31	£24235
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600						

### Scenic

<b>Scenic</b> - 4366x1845mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: 78th</b>						
1.2 Tce (115) XM0D Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XM0D Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XM0D Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 Tce (130) XM0D Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£20555
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi (not XM0D)						

### Grand Scenic

<b>Grand Scenic</b> - 4573x1845mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS: 78th</b>						
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22615
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£23715
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi						

### Captur

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		Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 12v (75) SE SC 3dr	C	54.3	14.3	118	8		£12575
1.0 12v (75) Vista SC 3dr	C	54.3	14.3	118	8		£12995
1.0 EcoTSI (95) SE SC 3dr	A	68.9	10.4	94	14		£13525
1.2 TSI (90) Connect SC 3dr	C	57.6	10.7	116	13		£14170
1.2 TSI (110) FR SC 3dr	C	54.3	9.1	119	18		£14485
1.2 TSI (110) FR Red Edition SC 3dr	C	54.3	9.1	119	18		£15285
1.0 EcoTSI (110) DSG FR SC 3dr	B	64.2	9.3	102	17		£15690
1.4 EcoTSI (150) FR SC 3dr	A	58.9	7.6	110	24		£16245
1.4 TDI (150) S A/C 3dr	B	74.3	12.9	101	13		£14645
1.4 TDI (75) SE Ecomotive 5dr	B	74.3	12.9	101	13		£15575
1.4 TDI (105) FR SC 3dr	A	78.5	9.9	95	19		£16885

5dr: add £450 to SC (not 1.0 E), ST: add £700 (selected models)

<b>Toledo</b> - 4482x1703mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.2 TSI (110) Style	B	58.9	9.9	110	16		£16495
1.4 TDI (90) DSG SE	A	78.5	11.8	99	14		£17215
1.6 TDI (115) SE	B	68.9	10.0	109	17		£17380
1.2 TSI (110) Style Advanced	B	58.9	9.9	110	16		£17735
1.6 TDI (115) Style	B	67.3	10.0	109	17		£18800
1.6 TDI (115) Style Advanced	B	67.3	10.0	109	17		£19590

<b>Leon</b> - 4263x1784mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> 4th							
1.6 TDI (110) S 5dr	B	70.6	10.5	102	15		£18230
1.2 TSI (110) SE 5dr	C	57.6	9.9	114	13		£17700
1.4 TSI (125) SE 5dr	C	54.3	9.1	120	16		£18300
1.6 TDI (110) SE 5dr	B	70.6	10.5	102	15		£19400
1.6 TDI (110) SE Ecomotive 5dr	A	78.5	10.5	94	14		£20390
2.0 TDI (150) SE 5dr	B	65.7	8.4	110	19		£20750
1.4 EcoTSI (150) FR 5dr	C	57.6	8.0	115	20		£20525
1.8 TSI (180) FR 5dr	E	47.1	7.5	138	25		£21565
2.0 TDI (150) FR 5dr	C	64.2	8.4	112	20		£23255
2.0 TDI (184) FR 5dr	C	62.8	7.5	118	26		£23345
2.0 TSI (200) Cupra 5dr	C	42.2	5.8	156	35		£28675
2.0 TDI (150) X-PERIENCE SE	D	58.9	8.7	125	19		£24920
2.0 TDI (184) DSG X-PER SE Tech	E	52.3	7.1	139	23		£30010

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, Leon SC 3dr: £300 less than 5dr, Leon ST estate: add £825

<b>Alhambra</b> - 4854x1904mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.4 TSI (150) S	F	43.5	9.9	150	16		£24885
2.0 TDI (150) S Ecomotive	D	56.5	10.2	130	19		£26775
1.4 TSI (150) SE	F	43.5	9.9	151	16		£26785
2.0 TDI (150) SE Ecomotive	E	55.4	10.2	132	19		£28675
2.0 TDI (150) Connect Ecomotive	E	55.4	10.2	132	20		£29715
2.0 TDI (150) SE Lux Ecomotive	E	55.4	10.2	132	20		£32115
2.0 TDI (150) FR Line Ecomotive	E	55.4	10.2	132	20		£33045
2.0 TDI (184) SE Lux	E	53.3	9.4	139	23		£33540
2.0 TDI (184) FR Line	E	53.3	9.4	139	23		£34470

DSG: add £1305

## SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
Warranty: 3 years/60000 miles

<b>Citigo</b> - 3563x1641mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> 31st							
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1		£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1		£9135
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	2		£9990
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1		£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2		£10465

ASG auto: add £305 to SE and SE L (75), Sdr: add £350, GreenTech: add £360 to (60) SE and Elegance

<b>Fabia</b> - 3992x1732mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.0 MPI (60) S	B	60.1	15.7	106	2		£10600
1.0 MPI (75) S	B	58.8	14.7	108	4		£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13		£13740
1.4 TDI (90) S	A	83.1	11.1	88	12		£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5		£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10		£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14		£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12		£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14		£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

<b>Rapid</b> - 4483x1706mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> 25th							
1.2 (90) S	B	60.1	11.3	107	13		£14400
1.2 (90) SE	B	60.1	11.3	107	13		£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17		£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17		£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19		£17710
1.4 TDI (90) S	A	78.5	11.7	94	14		£16280
1.6 TDI (115) S	B	67.3	10.0	109	17		£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14		£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17		£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

<b>Octavia</b> - 4659x1814mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> 11th							
1.2 TSI (110) S	C	57.7	10.2	114	13		£16285
1.6 TDI (110) S	A	74.3	10.6	99	13		£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18		£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18		£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13		£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19		£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19		£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14		£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20		£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25		£26630
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22		£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15		£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26		£24475
2.0 TSI (220) vRS	F	45.6	6.8	142	29		£24230
2.0 TSI (230) vRS	F	45.6	6.7	142	30		£26350
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19		£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22		£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only), 4x4: add £1450 to 2.0 TDI (150) Estates, 2.0 TDI vRS DSG hatch and Estate

<b>Superb</b> - 4856x4861x1864mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.4 TSI (125) S	D	52.3	9.9	125	14		£18640
1.6 TDI (120) S	B	68.9	10.9	108	12		£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18		£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13		£21590
1.6 TDI (120) SE Greenline	A	76.4	11.0	95	13		£23255
2.0 TDI (150) SE	B	68.9	8.9	108	18		£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19		£24220
2.0 TDI (220) DSG SE L Executive	F	45.6	7.0	143	24		£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	39.8	5.8	165	27		£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19		£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24		£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)

<b>Yeti</b> - 4223x1793mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> 2nd							
1.2 TSI (110) S	D	51.4	10.9	128	15		£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15		£18550
2.0 TDI (110) S	C	62.8	11.6	118	14		£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14		£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21		£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21		£24960
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20		£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21		£26180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE

## SMART

www.thsmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48  
Warranty: 3 years/unlimited miles

<b>fortwo</b> - 2695x1663mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.0 (71) passion	A	68.9	14.4	93	3		£11125
1.0 (71) prime	A	68.9	14.4	93	3		£11820
1.0 (71) edition black/white	A	68.9	14.4	93	3		£13310
0.9T (90) passion	A	67.3	10.4	97	8		£11720
0.9T (90) prime	A	67.3	10.4	97	8		£12415
0.9T (90) edition black/white	A	67.3	10.4	97	8		£13710

Auto: add £995, proxy: same price as prime, fortwo cabrio: add £2140 (not edition black, edition white)

<b>forfour</b> - 3495x1665mm, <b>EURO-NCAP</b> ★★★★★							
<b>DRIVER POWER POS:</b> N/A							
1.0 (71) passion	A	67.3	15.9	97	2		£11620
1.0 (71) prime	A	67.3	15.9	97	2		£12315
1.0 (71) edition black/white	A	67.3	15.9	97	2		£13210
0.9T (90) passion	A	65.7	11.2	99	8		£12215
0.9T (90) prime	A	65.7	11.2	99	8		£12910
0.9T (90) edition black/white	A	65.7	11.2	99	8		£13805

Auto: add £995, proxy: same price as prime, night sky roof: add £625 (not passion, edition black, edition white)

## SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68  
Warranty: 5 years/unlimited miles

<b>Turismo</b> - 5130x1915mm, <b>EURO-NCAP</b> N/A							
<b>DRIVER POWER POS:</b> N/A							
2.2 SE	J	39.2	N/A	189	34		£18995
2.2 EX	J	39.2	N/A	189	34		£20995
2.2 EX auto 4WD	K	36.2	N/A	205	36		£24995
Auto: add £1500 to EX							



Eco band	MPG	CO <sub>2</sub>	Insurance group	List price

**Corsa** - 4021x1736-1746mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** N/A

1.4i (75) Sting 3dr	C	55.4	14.9	118	2	£9495
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9740
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£11395
1.4i (75) Energy 3dr	C	55.4	14.9	118	3	£12480
1.4i (90) ecoFLEX Energy 3dr	C	55.4	13.2	119	6	£12645
1.0T (115) S/e ecoFLEX Energy 3dr	C	57.6	10.3	114	12	£14430
1.4T (100) S/e ecoFLEX Energy 3dr	C	55.4	11.0	119	10	£13600
1.3 CDTi (75) S/e s'FLX Energy 3dr	A	74.3	14.8	100	6	£14850
1.4i (75) Limited Edition 3dr	C	55.4	14.9	118	3	£14515
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14760
1.4T (100) S/e ecoFLEX Ltd Ed 3dr	C	55.4	11.0	119	10	£15415
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£16245
1.4i (75) Design 3dr	C	55.4	14.9	118	3	£11335
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11580
1.0T (90) S/e ecoFLEX Design 3dr	B	56.7	11.9	102	9	£13065
1.3 CDTi (75) S/e s'FLX Design 3dr	A	74.3	14.8	100	6	£13485
1.3 CDTi (95) S/e s'FLX Design 3dr	A	85.6	11.9	87	9	£13985
1.4i (75) SRI 3dr	C	55.4	14.9	118	3	£12005
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£12250
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13735
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12905
1.3 CDTi (75) S/e s'FLX SRI 3dr	A	76.3	14.8	99	6	£14155
1.3 CDTi (95) S/e s'FLX SRI 3dr	A	88.3	11.9	85	9	£14655
1.4i (75) SE 3dr	C	55.4	14.9	118	3	£12800
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£13145
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14630
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13800
1.3 CDTi (75) S/e s'FLX SE 3dr	A	76.3	14.8	99	7	£15050
1.3 CDTi (95) S/e s'FLX SE 3dr	A	88.3	11.9	85	9	£15550
1.6T (205) VXR 3dr	H	37.7	6.5	174	30	£18375

Auto: add £655 to 1.4i (90) (not Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI: VXR-Line: add £1035 to SRI

**Astra** - 4370x1809mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	52.3	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	76.3	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	52.3	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.5	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4 (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.5	102	11	£18595
1.4T (150) SRI	D	51.4	7.8	128	17	£18895
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRI	A	76.3	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6 BiCDTi (160) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (not 1.4 (100)), Astra Sports Tourer: add £1290 (selected models)

**Insignia** - 4842x1856mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 165th

1.8 VVT (140) Design 5dr	H	38.7	11.5	169	14	£17184
1.4T (140) S/e Design 5dr	D	53.3	10.9	124	15	£17984
1.6 CDTi (136) S/e Design e'FLX 5dr	A	74.3	10.9	99	17	£19774
2.0 CDTi (170) S/e Design 5dr	C	65.7	9.0	114	22	£20574
1.8 VVT (140) Energy 5dr	H	38.7	11.5	169	15	£20639
1.4T (140) S/e Energy 5dr	D	51.4	10.9	129	15	£21439
1.6 CDTi (136) S/e Energy 5dr	B	72.4	10.9	108	18	£23144
2.0 CDTi (170) S/e Energy 5dr	C	62.8	9.0	118	23	£23944
1.8 VVT (140) SRI 5dr	H	39.2	11.5	169	14	£18984
1.4T (140) S/e SRI 5dr	D	51.4	10.9	129	15	£19784
1.6 CDTi (136) S/e SRI ecoFLEX 5dr	A	74.3	10.9	99	17	£21574
2.0 CDTi (170) S/e SRI ecoFLEX 5dr	C	62.8	9.0	114	23	£23774
2.0T (250) S/e SRI VXR-Line 5dr	J	35.8	7.7	186	26	£23044
1.6 CDTi (136) S/e Elite e'FLX 5dr	B	72.4	10.9	104	18	£24204
2.0 CDTi (170) S/e Elite e'FLX 5dr	C	62.8	9.0	118	23	£25004
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£30619

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Sports Tourer: add £1430, Limited Edition: add £1350 to Energy, SRI VXR-Line: add £1220 to SRI (not 1.8T 4T), SE: same price as SRI (not 1.8), Tech Line: add £850 to SRI (not 1.8)

**Meriva** - 4288x1812mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 186th

1.4 VVT (100) Life	E	47.1	14.0	140	8	£13160
1.4 VVT (100) Exclusiv	E	47.1	14.0	140	9	£18030
1.4T (120) Exclusiv	E	47.9	11.3	139	13	£18760
1.4T (140) Exclusiv	F	44.8	10.1	149	14	£19590
1.6 CDTi (95) ecoFLEX Exclusiv	B	70.6	13.8	105	13	£20570
1.6 CDTi (110) ecoFLEX Exclusiv	A	74.3	12.5	99	17	£20880
1.6 CDTi (136) ecoFLEX Exclusiv	C	64.2	9.9	116	17	£21040
1.4 VVT (100) Tech Line	E	47.1	14.0	140	8	£14164
1.6 CDTi (95) ecoFLEX Tech Line	B	70.6	13.8	105	14	£16995
1.6 CDTi (136) ecoFLEX Tech Line	C	64.2	9.9	116	16	£17340
1.4 VVT (100) SE	E	47.1	14.0	140	9	£19125
1.4T (120) SE	E	47.9	11.3	139	14	£19885
1.4T (140) SE	F	44.8	10.1	151	14	£20685
1.6 CDTi (110) ecoFLEX SE	A	74.3	12.5	99	17	£21985
1.6 CDTi (136) ecoFLEX SE	C	64.2	9.9	116	16	£22145

Auto: add £1420 to 1.4T (120)

**Zafira Tourer** - 4658x1884mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 79th

1.4T (140) Design	G	42.2	9.9	158	16	£17710
1.6 CDTi (136) S/e ecoFLEX Design	B	68.9	10.4	109	17	£20525
2.0 CDTi (170) S/e Design	D	57.7	9.1	129	22	£20725
1.4T (140) Exclusiv	G	42.2	9.9	158	16	£21025
1.6 CDTi (136) S/e e'FLX Exclusiv	B	68.9	10.4	109	17	£23840
2.0 CDTi (170) S/e Exclusiv	D	57.7	9.1	129	22	£24040
1.4T (140) Energy	G	42.2	9.9	158	16	£20830
1.6 CDTi (136) S/e ecoFLEX Energy	B	68.9	10.4	109	17	£23645
2.0 CDTi (170) S/e Energy	D	57.7	9.1	129	22	£23845
1.4T (140) SRI	G	42.2	9.9	158	15	£22375
1.6 CDTi (136) S/e ecoFLEX SRI	B	68.9	10.4	109	16	£25190
2.0 CDTi (170) S/e SRI	D	57.7	9.1	129	21	£25455
1.4T (140) SE	G	42.2	9.9	158	15	£22660
1.6 CDTi (136) S/e ecoFLEX SE	B	68.9	10.4	109	16	£25475
2.0 CDTi (170) S/e SE	D	57.7	9.1	129	21	£25675

Auto: add £1520 to 1.4T, £1120 to 2.0 CDTi (170), Tech Line: add £1995 to Design, Elite: add £1480 to SE

**Mokka** - 4280x1777mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 88th

1.6 16v (115) S/e Exclusiv	G	41.5	11.9	159	6	£18749
1.4T (140) S/e Exclusiv	F	45.6	9.3	145	12	£19424
1.6 CDTi (110) S/e e'FLX Exclusiv	B	68.9	11.7	109	13	£20614
1.6 CDTi (136) S/e e'FLX Exclusiv	B	68.9	9.3	109	15	£20864

Auto: add £915 to 1.4T, £1005 to 1.6 CDTi (136), 4x4: add £1720, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Eco band	MPG	CO <sub>2</sub>	Insurance group	List price

**Antara** - 4596x1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.2 CDTi (163) SE Nav Award	H	43.0	9.9	175	25	£27160
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21900

Diamond: add £800 to Exclusiv

**GTC** - 4466x1840mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 172nd

1.4T (120) S/S SRI	F	47.1	10.2	142	14	£20225
1.4T (140) S/S SRI	F	47.1	9.0	142	16	£20625
1.6T (200) S/S SRI	F	44.8	7.3	149	27	£21975
1.6 CDTi (110) S/S ecoFLEX SRI	C	67.3	11.6	111	15	£22945
1.6 CDTi (136) S/S ecoFLEX SRI	C	65.7	9.5	115	19	£23760
2.0T (280) VXR	L	36.2	6.0	184	35	£28300

Auto: add £1325 to 1.4T (140), Limited Edition: add £2000

**Cascadia** - 4696x1839mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.4T (140) S/S SE	F	44.1	10.2	149	20	£24790
1.4T (140) S/S Elite	F	44.1	10.2	149	21	£28415
1.6T (170) auto Elite	H	38.7	9.2	172	24	£30035
1.6T (200) S/S Elite	G	42.2	8.5	158	26	£30050
2.0 CDTi (170) S/S Elite	D	57.6	9.6	129	25	£30425

**VXR8** - 4941x1781mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.2 V8 GTS	M	18.5	4.9	363	50	£55500
6.2 V8 GTS auto	M	18.0	5.0	373	50	£57200
6.2 V8 Maloo RB	M	18.5	4.6	363	50	£54500
6.2 V8 Maloo RB auto	M	17.9	5.0	366	50	£56200

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**up!** - 3540x1641mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13580
BEV (82) e-up! 5dr	A	N/A	12.4	0	10	£19795

Auto: add £595 to Move up/High up, 5dr: add £375 to 3dr, BMT: add £360 to Moveup/High up, Look up!: add £70 to Move up!

**Polo** - 3970-3972x1682mm, **EURO-NCAP**★★★★  
**DRIVER POWER POS:** 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) Match 3dr	B	60.1	15.5	106	8	£12735
1.0 (75) Match 3dr	B	58.9	14.3	108	10	£13260
1.2 TSI (90) Match 3dr	B	60.1	10.8	107	15	£13880
1.2 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16230
1.4 TSI (75) Match 3dr	A	83.1	12.9	88	13	£14945
1.4 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16310
1.4 TSI (110) R-Line 3dr	B	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	A	83.1	10.9	88	16	£17470
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	24	£17910
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18900

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 5dr: add £630, SE Design: add £1100 to SE

**Beetle** - 4278x1808mm, **EURO-NCAP** N/A





# Wraps off 2016's first F1 cars

**Ferrari and Williams revealed ahead of first test in Catalunya**



**Stephen Errity**

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**AE** FERRARI and Williams were the first Formula One teams to reveal their 2016 challengers in full last week. Both squads released images of their cars ahead of the start of testing at the Circuit de Catalunya in Barcelona on Monday, when the rest of the grid rolled out in the pitlane.

The Ferrari SF16-H was launched on Friday via a live stream, with team principal Maurizio Arrivabene taking the wraps off the new car. The H refers to the hybrid set-up, while the red and white livery, smaller engine cover and shorter nose are the most significant changes over last year's SF15-T, but Ferrari's driver line-up is the same, with Sebastian Vettel alongside Kimi Raikkonen.

Williams' new car, the FW38, is an evolution of 2015's FW37, and drivers Felipe Massa and Valtteri Bottas also remain. Technical director Pat Symonds said: "We concentrated on understanding the areas where we could improve the FW37 without losing attributes that made it effective."

Founder and team boss Frank Williams added: "We've started to cement our position back among the front-runners after finishing third in the past two seasons."

"Staying where we are will be a challenge, but we're determined to improve; only

**New FW38 is evolution of last year's Williams; Vettel lines up with Kimi again in the new Ferrari**



winning is ever good enough." Elsewhere, Rio Haryanto was confirmed as the second Manor Racing driver just ahead of testing. The 23-year-old GP2 race winner becomes the first Indonesian to get an F1 seat.

He said: "Melbourne will be a huge moment for me, my country, supporters and fans; 2016 is my chance to reward their faith and represent Asia in F1. Manor

has produced a great package and I can't wait to get in the car."

Haryanto's appointment, along with that of young Mercedes protégé Pascal Wehrlein, means none of the trio who drove for Manor in 2015 (Will Stevens, Roberto Mehri and Alexander Rossi) has retained their seat. F1 testing continues next week with a second four-day stint at Barcelona.

"SF16-H's engine cover looks smaller and nose shorter than 2015 car's"



## Aston confirms WEC driver line-up

ASTON Martin Racing has confirmed its driver line-up for the 2016 World Endurance Championship (WEC) season, as well as revealing a new car livery, new sponsor (Total) and new tyre supplier (Dunlop).

Danish pair Nicki Thiim and Marco Sorensen will join Aston stalwart Darren Turner in the #95 GTE Pro-class entry, while the #97 car will be driven by Kiwi Richie Stanaway, Scot Jonny Adam and Brazilian Fernando Rees.

In the GTE Am class, the #98 Vantage returns with an unchanged line-up, as Paul Dalla Lana lines up alongside Pedro Lamy and Mathias Lauda, son of F1 racer Niki.

Aston will also enter two GT3 Vantages in the Nürburgring 24 Hours in May – this will be its fourth time contesting the event.

(From left) Thiim, Sorensen, Turner will contest GTE Pro-class for Aston



## Formula E gets new Berlin track

FORMULA E will use a new track layout for its second visit to the German capital, Berlin, which takes place on 21 May.

The series raced at the city's Tempelhof airport last season, but a new location had to be found as that is now being used as a refugee reception centre.

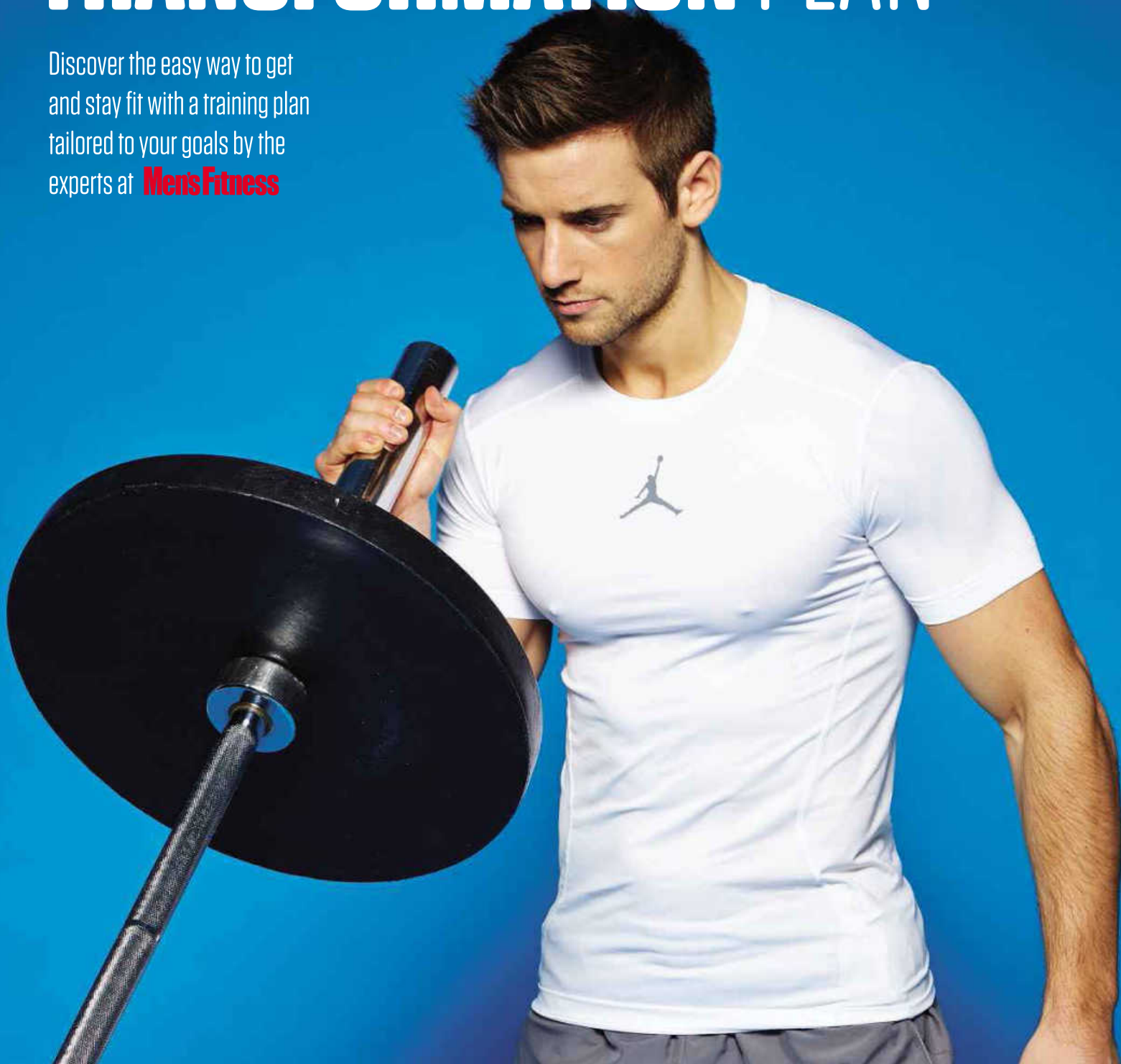
The proposed two-kilometre layout, which is subject to approval from city authorities, takes in the centre of Berlin, including the Alexanderplatz and Strausbergerplatz public squares.

The Berlin track is the eighth race of the season, following the next three events in Mexico, the US and France. Swiss ace Sébastien Buemi leads the driver standings, with Brazil's Lucas di Grassi and Britain's Sam Bird second and third.



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**AE** IF I had a quid every time I was asked: 'What new car should I buy?', I'd be about £37,000 richer by now. Listeners to my 1,000-plus radio phone-in programmes (I did one on the BBC only last week), viewers (there weren't many!) of the motoring advice show I hosted (badly!) on TV, plus readers of the car magazines and newspapers I began writing for in the early eighties haven't stopped asking... and I'm still answering.

Some folk don't take notice. Some do. My mate Bob is in the latter camp. Now he's sitting on – or in – his recently delivered, but now second-hand Porsche Macan that's currently worth more used than he paid new. Happy days! This model, like its stablemates the GT3 and GT4, resides in that 0.1 per cent group that makes it an appreciator, not a depreciator – during the early weeks and months of life, at least.

Does this mean that private consumers should order and place deposits on future Porsches purely for financial investment? No way. As the company correctly points out, volatile and ever-changing market forces are at play here. Such things are way beyond the control of the manufacturer and everyone else come to that.

"As always, our advice is to buy a Porsche to drive it," the firm says. And in a refreshing moment of honesty, it also reminds us that finance, insurance, servicing, garaging and other day-to-day car ownership expenses can quickly eat into any temporary profit a recently delivered 'new' (but technically second-hand) Porsche may generate for its owner.

Motorists are often in denial about the rate at which their new cars will (usually) slump or (unusually) increase in value. But my general rule is that over a typical one-to-three year/36,000-mile ownership period, every car will depreciate.

For the customer buying new vehicles, depreciation remains the number one financial killer – the most expensive thing he'll ever 'buy' during his motoring life. Over decades of driving, his depreciation price tags could easily total hundreds of thousands of pounds. If you remain determined to buy a new product, prior to selling it three years later at a profit, visit an estate agent rather than a motor trader. As an investor, what you require is a just-built freehold house with a gas supply, not a factory-fresh car running on petrol, diesel or electricity.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

**W** The Macan, like its stablemates the GT3 and GT4, is an appreciator and not a depreciator in its early months of life

Do you agree with Mike?

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**next week**

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**VIGNALE**

## FORD'S FINEST

THE INSIDE STORY ON NEW LUXURY DIVISION TAKING FORD TO THE NEXT LEVEL

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## Aston Martin DB11

Official pictures and full details as disguise comes off long-awaited DB9 replacement

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